CYCLE NEWS®

America's weekly motorcycle newspaper

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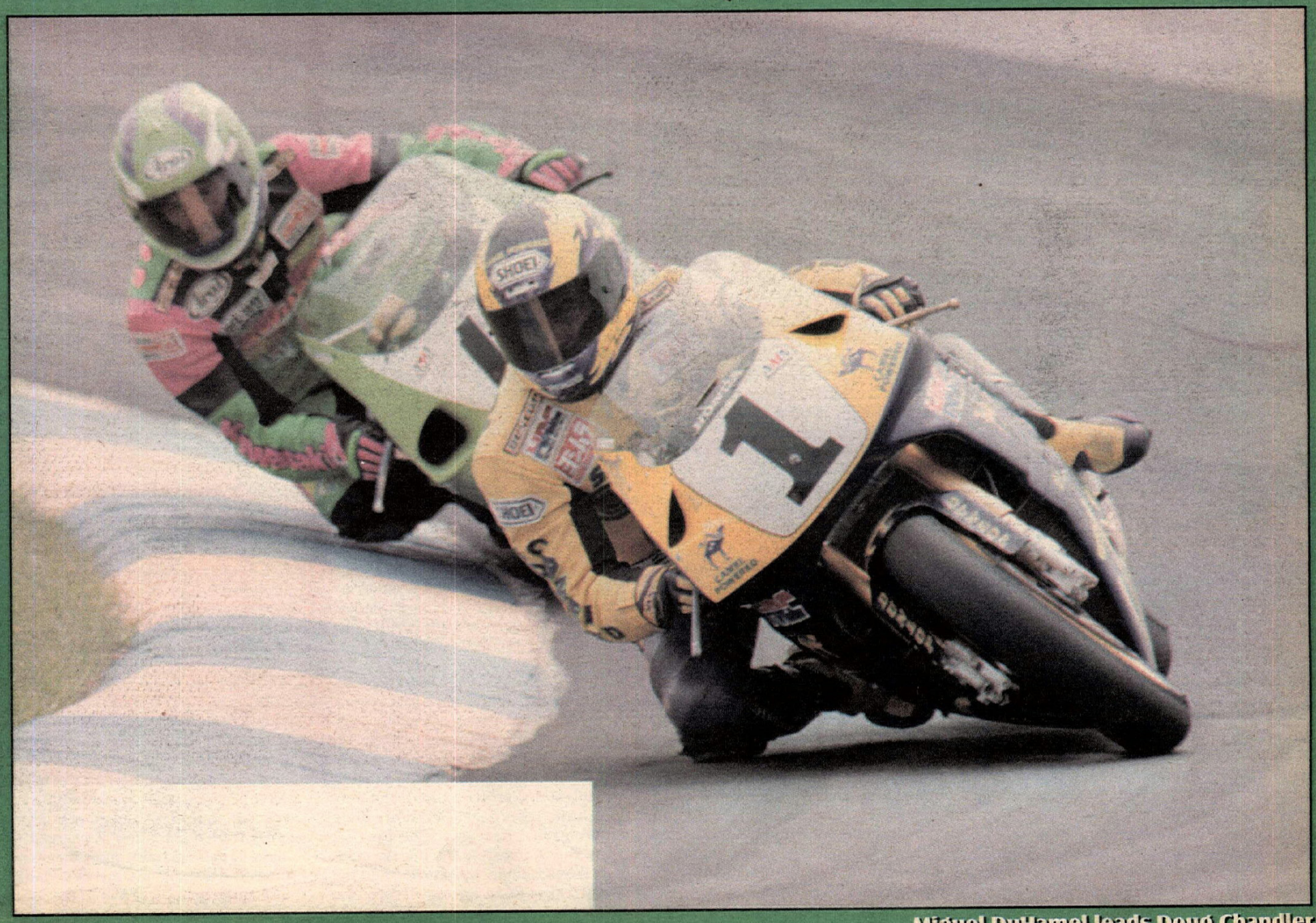
It's over!

McGrath wins Supercross finale

AMA Superbike National

DuHamel, barely



Miguel DuHamel leads Doug Chandler

TIME DATED MATERIAL MAILED MAY 21, 1996

France's **Sebastien Tortelli** (Kaw) put together a perfect sweep to win round five of the World 125cc Motocross Championship Series in Kapsovar, Hungary, on May 19. Great Britain's **Paul Malin** (Yam) put together 2-3 moto scores for the runner-up spot. Frenchman **Frederick Vialle** (Yam) was third overall. Tortelli now leads Vialle in the overall standings by 36 points, 158-122, as the series approaches the halfway mark.

Ty Davis (Kaw) won the opening round of the AMA National Championship Reliability Enduro Series in New Waverly, Texas, on May 18-19. Davis edged out Rodney Smith (Suz) with **Guy Cooper** (Suz) finished third. Rounding out the top five overall were **Kevin Hines** (CRE) and **Jason Dahners** (KTM).

Jordi Arcarons (KTM) won the Casablanca-to-El Ksib, Morocco, stage of the 14th annual Atlas Rally. The Spaniard negotiated the 100-mile stage and set fast time for the 95-entry motorcycle class ahead of Italians **Flavio Agradi** (Hus) and **Fabrizio Caracano** (Hus). Former 250cc World Motocross Champion Heinz Kinigadner (KTM) was leading the stage before taking a wrong turn and recovering to finish eighth. Kinigadner rebounded to win stage three, the 138-mile leg that ran from El Ksiba to Rissani, on May 20. The win moved the Austrian into the overall lead as well.

Three overseas-based riders - two of them former U.S. National Champions - and one former World Champion earned spots in the next of the World Speedway qualifying rounds that go toward the 1996 World Individual Championship Series as **Chris Manchester** defeated **Mike Faria** in a runoff to occupy the top spot in the American Final at Fast Fridays Speedway in Auburn, California, on May 18. Faria finished second ahead of British Premier League rookie **Charlie Venegas**. Veteran racer and former World Best Pairs Champion **Bobby Schwartz**. The four riders will take their place in the Overseas Final at Coventry, England, on June 9, which moves the top eight qualifiers to the Intercontinental Final at Holsted, Denmark, on July 28.

Speaking of **Bobby Schwartz**, the two-time U.S. National Champion and 1995 U.S National runner-up defeated **Shawn McConnell**, **Steve Lucero**, **Andy Northrup** and **Mike Faria** in a five-man Scratch main event to capture the victory in the **Bruce Penhall Classic** at the Orange County International Fairgrounds in Costa Mesa, California, on May 17. The event marked Schwartz' first ride since returning from his annual trek to the Indianapolis Motor Speedway to watch time trials for the Indianapolis 500.

Peter Melton (Kaw) clinched the 1996 Australian Supercross Championship in a drama-filled final at Parramatta City Raceway near Sydney on May 11 according to *Cycle News* Australian correspondent Darryl Flack. Melton needed only to finish eighth or better to bag the title after championship rival **Lee Hogan** (Yam) did not compete. But Melton collided with a hay bale while leading and dropped to the rear of the field, giving **Craig Anderson** (KTM) a clear shot at the title. Anderson went on to win, but Melton threaded back through the field to finish in seventh place and scrape by Anderson in the final standings by two points, 70-68.

Mike Pulver (Hon) bagged the 540cc win during the opening round of the 1996 AMA National Hillclimb Championship Series, the second annual Zeke Wenger Memorial Hillclimb, which was hosted by the Iron Horsemen M.C. in Middlebury, Indiana, on May 19. **Scott McNeely** (Hon) finished in second place while three-time and defending National Champion **Paul Pinsonnault** (Hon) was third. In the 840cc class, twice National Champion **Lou Gerencer Jr.** (H-D) took top honors over **Glendal Petty Jr.** (H-D) and **Rodney Smith** (Yam).

Dave Camlin (H-D) won the 750cc Expert class during round two of the Motorcycle Asphalt Racing Series at Myrtle Beach Speedway, in Myrtle Beach, South Carolina, on May 18. **Kevin Varnes** (H-D) finished second, and reigning series champion **Will Davis** (H-D) finished third, marking the first time that the North Carolinian had been beaten in a MARS race since 1994. Davis (ATK) gained a measure of redemption in the 600cc Expert class, topping Camlin (Rtx) and **Lonnie Pauley** (Rtx) for the win. In the 883cc class, **Mike Hacker** (H-D) beat **Lance Jones** (H-D) and **Randy Texter** (H-D) to the line for the win.

Dave Schultz (Suz) defeated **John Myers** (Suz) to claim the Pro Stock Motorcycle-class victory during the NHRA Mopar Parts Nationals at Old Bridge Township Raceway in Englishtown, New Jersey, on May 18. Schultz now leads Myers in the NHRA Pro Stock Motorcycle points standings, 546-526.

Tom Norton (Yam) was the overall winner at the New Hoot Owl Hare Scrambles in Uxbirdge, Massachusetts, on May 19. The event was the fourth round of the NETRA Hare Scrambles Series. Finishing second to Norton was **Josh Mclevy** (Hon), followed by **P.J. Deculis** (Yam), **Todd Levesque** (Yam) and **Jerry Madore** (Suz).

After **Chuck Sorenson**'s deal with Erion Racing was terminated by injury and the arrival of Andrew Stroud, Sorenson was left looking for a ride to finish the year on. Initially, the California resident had hoped to finish the AMA season but the options were limited. "I had exhausted every possible deal in the States," Sorenson said in a phone interview May 14. "I talked to Zero Gravity and Moto Liberty on a Honda and even thought of getting my own thing going in the 250s." Eventually he struck a deal with Clive Padgetts to race a 1996 Yamaha TZ250 in the English Supercup Championship and will possibly also be riding a 600cc supersport bike for the team. "I'd been talking to Padgetts before and kept the relationship up, so when the deal with Erion ended we talked again," Sorenson continued. "We (he and Pagetts) originally met at a barbecue last August and talked in November and December. But then I struck a deal with Kevin (Erion) and stayed here. I had orginally talked to Padgetts in November about riding a 500 but I would have had to come up with some money. We struck the deal last week, I bought a ticket and I'm on my way tomorrow (May 15)."

NASB - spec tires for '97?

At Brainerd on May 19, NASB and Formula USA officials released a statement explaining that they are considering a plan which would require the use of a single tire manufacturer's tires in all NASB, Formula USA, and CCS racing starting in 1997. NASB and CCS founder Roger Edmonson stated, "We are trying to accomplish several things with this idea. First, by guaranteeing 100-percent fitment to a single tire sponsor, we would expect a favorable pricing structure that would allow our racers to get tires for less than the current pricing level. We also feel that we can put a stop to any controversy about whether one rider has access to better tires than others. In this situation, every rider would be using standard production tires. Choices in tire compounds would be the same for everyone. Finally, we will offer name-in-title sponsorship to the tire company we eventually choose to do business with and we would look for that company to have an aggressive promotion campaign backing their sponsorship."

Edmonson and Formula USA director Doug Gonda are modeling their proposal after "spec" tire programs in auto racing. One major difference, however, is the breadth of this proposal: It covers a large segment of the motorcycle road race tire market rather than just a single series of events. CCS now has over 3500 licensed racers and runs over 70 events per year. It will be interesting to see whether such a program (if it is put into place) can be enforced at the local level and whether it meets with legal challenges from either tire manufacturers or racers.

Edmonson emphasized that there is no definite plan at this stage, and that exploratory discussions will be held with interested tire manufacturers to get their reactions and suggestions before proceeding. The two manufacturers with the strongest presence in F-USA/NASB are Michelin and Metzeler/Pirelli, but Dunlop's percentage of the CCS market is probably greater than its share of the NASB/F-USA fitment.

Harry Morse, 51, of Arlington, Virginia, died on May 17. Morse had served as a Race Director for WERA in the Northeast Region and also acted as Chief Technical Advisor for the past seven years. Morse had also worked for the AMA, F-USA and CCS sanctioning bodies. He was a Road Rep for the AMA as well as the fifth founding Board Member of the Mid-Atlantic Road Racing Club (MARRC). He is survived by his wife Judy and two daughters, Kelly and Christina. The family has asked that in lieu of flowers, donations can be made to either the American Diabetes Association or the MARRC Downed Rider's fund at P.O. Box 2292, Wheaton, Maryland 20915. Cards and letters may be sent to the family at 412 S. Adams St., Arlington, Virginia 22204.

The AMA has introduced a **new road racing program**, which will provide a complimentary professional license and up to three free event entries for up-and-coming road racers intent upon competing in the 1997 AMA Superbike Series. "This program will encourage racers to participate with AMA-sanctioned road racing organizations as they direct their careers toward the AMA Superbike Series," AMA Pro Racing Road Racing Manager Ron Barrick said. "We want the top competitors to aspire to ride in the premier AMA pro program, and there's none more prominent than AMA Superbikes." Current organizations affiliated with the new program include New Hampshire International Raceway (Loudon/GP Pro); the Motorcycle Racing Association (MRA); Boulder, Colorado; and the Great Lakes Road Racing Association (GLRRA) in Michigan. Under the new program, the AMA will recognize the top three series finalists in each organization in a pre-determined Superbike-style class as well as in the 600 and 750cc Supersport, and 250cc GP classes. First place will receive a pro license and three free entries, second will be worth a license and two free entries, and third place will receive the license and one free entry. "We want to plan now to seed the stars of tomorrow," Barrick said. "In the future, many of these racers will be headed for the AMA Superbike winner's circle." For more information, contact Hugh Fleming at the AMA Member Activities Department at 614/891-2425.

Team Harley-Davidson's **Scott Parker** will apparently defend his championship title at the eighth annual **Old Time Newsies Half Mile Regional** in Dayton, Ohio. Parker, who rarely makes an appearance outside of AMA Grand National and AMA 600cc National events, will be competing against the likes of Grand National contenders **Steve Morehead**, **Will Davis**, **Geo Roeder II**, **Kevin Atherton**, **Kevin Varnes**, **Kenny Coolbeth** and **Steve Beattie** for the lion's share of the $30,000 purse.

Motorcycle stuntman **"Super" Joe Reed** will be one of the featured attractions during the California Racing Club's 1996 Dunestown Series finale at Los Angeles County Raceway, in Palmdale, California, on May 26. Reed will attempt to jump his Honda over the spinning rotor blades of a running helicopter with one arm tied behind his back. For more information, call 805/272-8889.

The **American Trials Association** has set up a **24-hour information hotline**, which gives a recorded message with up-to-date information on upcoming ATA Championship events, fun trials, special exhibitions, membership and other related activities. "Observed trials is such a specialty sport that sometimes the average motorcyclist finds it difficult to get plugged in to the Southern California trials scene," ATA Presi-

dent Al Malmquist said. "Now with the hotline we have an information vehicle for anyone to get up to speed on what's happening. The hotline will also allow us to provide ongoing ordering information for Trial des Nations commemorative items. This should really help raise awareness for our U.S. Trial des Nations fund raising efforts." The hotline number is 714/562-7742.

AMA Pro Racing **road racing classes** will again **support** the U.S. round of the World Superbike Championship Series at Laguna Seca Raceway in Monterey, California, on July 19-21. The Pro Honda Oils 600cc Supersport class and the Progressive Insurance Harley-Davidson SuperTwins series will host points-paying rounds that count toward the 1996 National Championships. Smokin' Joe's Honda's Miguel DuHamel won the 600cc Supersport race and Shawn Higbee won the SuperTwins event during the 1995 World Superbike weekend at Laguna Seca.

After careful review and assurance by the **Metzeler/Pirelli** and **Dunlop** brands that their DOT **rain tires** are available through national distribution and via dealerships, **WERA** has made these brands eligible for its Superstock and Production classes. No other brands are currently legal for competition in these classes. For more information, contact WERA at 707/924-8404.

Buell Distribution Corporation has hired the Motorcycle Mechanics Institute in Phoenix, Arizona, to provide Buell technician classes for the motorcycle company's dealer network. Buell has provided MMI with six new S-1 Lightnings, S-2 Thunderbolts and S2T's for use in the hands-on portion of the classes, and it has personally trained MMI's instructors at Buell corporate headquarters in Milwaukee, Wisconsin. "We're all very excited about this opportunity to be involved with such a great new motorcycle company," MMI's lead Buell instructor Mike Daniels said. For more information, contact MMI at 800/528-7995.

The **Aztalan Cycle Club** will be celebrating its **25th anniversary season** with a full schedule of both motocross and short track events at its clubgrounds between Madison and Milwaukee, Wisconsin. Two of the larger events in the club's schedule are its Pro-Am Short Track, which is set for June 30 and will pay a $2500 purse; and the September 7 running of the North American Seniors Motocross Championship, which is expected to draw riders from across the U.S. For more information call 414/297-9367.

Motorcyclists throughout Northern California and Nevada will have the opportunity to do their part in the fight against cancer as the Pediatric Brain Tumor Foundation gears up to host the fourth annual **Northern California Ride for Kids** event, which is scheduled to take place on October 20, starting in Vallejo, California. The one and a half hour, 60-mile, parade-style ride leaves Vallejo and winds through the Napa Valley countryside before finishing up at the Yountville Veterans' home. There is a minimum donation of $35 per participant. Last year's event raised more than $53,000. For more information, contact Linda Karnofsky at 916/422-6478 or Gene Hubert at 707/2548.

Fast Track Racing Inc. has announced that is attempting to reschedule the **VDTRA Amateur/Pro-Am Mile National Championship** at the Indiana State Fairgrounds in Indianapolis, Indiana, which was canceled on May 4 due to rain. But riders who pre-entered the event can use their entry fee toward the mile events scheduled for June 15 and June 16 - both of which are National Championship events.

The AMA has set the **dates** for the **AMA Amateur and Youth Dirt Track Nationals.** The event will take place at I-96 Speedway in Lake Odessa, Michigan, on July 2-4. The program will get under way on Tuesday with the running of the AMA Amateur Short Track National and will continue on Wednesday with the TT Scrambles National. The week will conclude with the Amateur Half Mile National on Thursday. There will be 17 different classes of competition each day. For more information, contact Debbie Sheldon at the AMA, 614/891-2425.

SCHEDULED: Guests for the Centerstand motorcycle talk radio show on Southern California's KPFK 90.7 FM. Host Dick Miller will chat with spokesmen from the Big Four Japanese OEMs, beginning with Suzuki's Joe Colombero on May 25. Kawasaki's Bob Moffit, Honda's Jim Bates and Yamaha's Bob Starr, respectively, will make appearances on the show for the next three consecutive weeks. Centerstand airs every Saturday morning at 7 a.m.

RESCHEDULED: Round three of the Sunstar Spring Classic at Riverfront Park in Marysville, California, for Saturday, May 25. The original event was canceled due to bad weather. For more information, call 916/695-2727.

NAMED: Dr. Dale Morgan, as the American Chiropractic Association's national coordinator of chiropractic services for professional motorcycle racing. Morgan is a certified chiropractic sports physician and has served at several National dirt track and motocross events.

INDUCTED: John Surtees, into the International Motorsports Hall of Fame. Surtees' motorcycle career spanned 11 years during which he earned seven World Championships and six Isle of Man TT wins. Surtees is the only man ever to win World titles on two and four wheels. Today the 62-year-old Englishman races to keep up with his 5-year-old son.

BORN: Martin Adam Polen to former World and AMA Superbike Champion Doug Polen and his wife Dianne, on May 10, 1996, in Denton, Texas.

CORRECTION: The AHRMA/Classic Bike dirt track events at Willow Springs Raceway on April 13-14 were incorrectly listed as rounds one and two when, in fact these, were rounds four and five.

BORN: Cassandra Lynn Kramer, to Dirt Rider magazine feature editor Karel Kramer and his wife Carol, on May 1, in Northridge, California. CN

Knudsen wins World Speedway opener

Danish rider Tommy Knudsen (right) emerged victorious in the opening round of the World Individual Championship Speedway Series, the Polish Grand Prix in Wroclaw, Poland, on May 18. Knudsen, who was already the winningest rider in Speedway Grand Prix history after claiming two wins during the 1995 season, took his third victory by defeating 1994 World Champion Tony Rickardsson of Sweden and reigning World Champion Hans Nielsen of Denmark in the A Final for the top podium spot. Billy "The Bullet" Hamill was the top-placing American, finishing fourth in the A Final. American Greg Hancock placed fourth in the B Final while countryman Sam Ermolenko was second in the C Final.

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VOICES
Letters to the editor

Track preparation

I attended the 125/250cc National MX at Glen Helen this past weekend as well as the Amateur races the day before.

My basic question is why was the track better prepared for the Amateur races than for the professional races. When I posed this question to Glen Helen management on Tuesday, their response was the AMA wouldn't let them water it. I heard Duke Finch on the public address system on Sunday say that he realized the track was a little dry, but it was better to have a dry track than a slippery one. Well, even if it had been overwatered, it doesn't take very long to dry out in 105-degree heat.

I appreciate everything the AMA does for the sport, particularly Duke Finch and his wife, but to have a professional event run on a such a poorly prepped track is inexcusable, not to mention dangerous.

Final comment to the AMA on things that shouldn't be changed: Please, please, please don't do away with the regional 125cc East/West Series. If the class gets consolidated it will have a negative effect, particularly to the privateers.

Dana March
Hermosa Beach, CA

Two-strokes

After reading many articles in all sorts of magazines and this fine publication on the possible banning of two-strokes from California and probably the rest of the states, I am rather disturbed at the thought of having some politicians taking my right to ride my motorcycle.

Four-strokes will not cut it - no matter what - compared to a two-stroke. Let's face it guys, we cannot expect the AMA and some of the other Japanese manufacturer-run associations to fight for our rights. Let's use the most powerful weapon we have - the right to vote. Let's all write to the politicians in California no matter which state you live in as this will have an effect on all of us nationwide. Let's then vote to get these politicians out of the way. We the people run this country - not the politicians.

Richard Soto
ricso1@aol.com

Not so Prime

On Thursday night, May 2nd, I sat down to watch the Cycle World/Prime Sports airing of the support classes from the L.A. Superbike Championships. This would be the first 1996 coverage of the support classes from Prime, due to the Daytona round being covered by TNN.

Much to my surprise, the entire hour was dedicated to the 600cc Supersport class. They failed to mention or show one item about the 250cc Grand Prix, 750cc Supersport, Harley 883 or SuperTeams classes.

Last year, Prime would show about one half hour of recaps from the other classes, and one half hour of just the 600cc Supersport class. This would, at least, allow a complete synopsis of all the racing taking place at an AMA Pro Road Racing National.

With this new format, Prime was clearly trying to stretch the whole hour out, trying to fill up time. It got to the point where I was simply bored with the 600s. I can get a whole hour of Miguel DuHamel watching the Superbike race, the week prior on Cycle World. Not that Miguel isn't worthy of all the press he gets, but some variety of other riders and other classes would be nice.

I, personally, have a unique opportunity to follow the whole AMA National circuit in person, focusing primarily on the 750cc Supersport campaign. But I know of several interesting story lines developing in 1996 in all the support classes. Most of which are very worthy of equal TV coverage. Just to name a few, the 250cc GP class has some new, very admirable components in Kenny Roberts' son (Kurtis), Randy Renfrow's new Honda effort, consistent Mike Sullivan, and the new PM Wheels 250cc GP team partnership, all capable of breaking down the Rich Oliver steamroller. In the 883 class, the young blood in Matt Wait and Ben Bostrom continue to put on great exhibitions against veterans in the likes of Scott Zampach and Dave Estok. The brand new Suzuki GSXR750 has proven its dominating intentions in the 750cc Supersport class, but at the same time is instigating a great display of adversity and hunger in the Kawasaki rides of Doug Chandler and Jason Pridmore.

There is some great racing to be seen here. If Prime Sports continues to show only 600cc Supersport racing under the "AMA Support" heading, the American road racing viewers are really going to be missing out on a substantial amount of quality motorcycle racing in the U.S.

If you would like to express your opinion on this issue, the programming directors at Prime Sports can be reached at 516/921-3724, ext. 2036. I spoke to Mike Seller at this number and he seemed genuinely interested in input from the viewers of the Cycle World program.

Mark Miller
Long Beach, CA

Miller is a top-level 750cc Supersport rider... Editor.

Dirt track blues

Bill Hotchkiss stated in his letter (Issue #17, May 1) that "some of the best fun at past National races was seeing your favorite brand line up for the feature event and beat your buddy's favorites." Bill, this is 1996 - what bike made by any of the manufacturers could you modify for use to compete in the 750cc besides and XR or RS750?

Everything has a driveshaft. You also stated that "motocross and road racing sells motorcycles, but try to come up with something that looks like an XR750 or RS750." Someone has, it's called an 883 Harley Sportster. R.L. Polk reports that as of October of last year, the H-D 883, in all its various models, was the best-selling motorcycle in the U.S., having sold 11,000 units. In fact, Harley had six out of the top 10 sellers. The only sportbike to be listed was the Honda CBR600 F-3, which placed fifth, and the Honda Gold Wing that placed second. How much longer will Grand National racing be around? Check the schedule - it's full. If promoters couldn't fill the stands, then the sport would die.

You also stated that you went to the bathroom during the running of the 883s. I was probably standing next to you. I feel that the 883s do a fine job of putting on a show along with the 600cc class. The main problem is all the natural delays in dirt track racing - bikes crash, break, unexpected rain showers, a dry track, etc. To make the show the best for everyone, I'd recommend the following change in format in Grand National racing: Run 750, 883 and 600cc practice, qualifying heats, 600 and 883 heat races and semis on Saturday. On Sunday everybody gets two practice sessions, races start at 2 p.m. with 750cc heats, semis, intermission (so Bill and I can go to the can). We then have 600, 883 and 750cc finals. It's now 5 p.m and the show is over. The best dirt trackers in the world were showcased in the National on every available size and brand made for dirt track racing. This is win/win in every situation.

I almost forgot, there is still a loser in this story. It's the manufacturers who can't break the R.L. Polk top 10 list because they fail to make and back products to compete in Grand National racing.

Peter Lewandowski
Mosinee, WI

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ON THE FRONT COVER

Miguel DuHamel (1) leads Doug Chandler (10) in the first-ever AMA Superbike National held at the Homestead Motorsports Complex. Photo by Henny Ray Abrams. Inset: Ezra Lusk, Jeremy McGrath and Jeff Emig share the podium at the final round of the AMA Supercross Series in Denver. Photo by Kinney Jones.

Did you ever do something so dirty you were sure it couldn't be legal? ...but it is.

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KTM SPORTMOTORCYCLES
BUILT FOR CHAMPIONS

620 R/XC

Round 4: Homestead Motorsports Complex

DuHamel's turn

By Paul Carruthers
Photos by Henny Ray Abrams

HOMESTEAD, FL, MAY 18

The difference between the two is extreme. One is fiery, the other mellow. One's a talker, the other is coy. On track, one looks to be always on the ragged edge, the other deceivingly slow. But together they seem destined to make the fight for the 1996 AMA Superbike National Championship a titillating one - no matter the outcome.

The two in question are Miguel DuHamel and Doug Chandler, and their latest combat was played out in the first AMA Superbike National Championship race ever held at the brand-spanking-new Homestead Motorsports Complex in South Florida. This time the battle was won by DuHamel and his Smokin' Joe's Honda, the diminutive French Canadian putting in a solid performance that pushed him to the front from the get-go and kept him there despite late-race pressure from Chandler.

The war, however, is still being won by Chandler and the Muzzy Kawasaki. Two weeks ago, Chandler kept the pressure on DuHamel throughout at Laguna Seca, with the Honda rider crashing only two laps from the end of the race with a suspected mechanical failure. That gave Chandler the win and put him in the catbird seat in the race for the championship.

Enter Miami. DuHamel did what he needed to do at Homestead, scoring maximum points by earning pole position, leading the most laps and winning the race. Chandler, too, did what was needed. He kept the pressure on, giving away five seconds to DuHamel early in the race, but pegging him back until he was on the Honda rider's rear fender in the waning moments of the contest. Chandler ended up second, but he left the Homestead venue with 16 more points than DuHamel as the series readies itself for a three-week run through such places as Mid-Ohio, Road America and Loudon.

Behind the lead pair came Fast By Ferracci's Larry Pegram, the Ducati-mounted rider fighting through from a dismal start to pass all the factory bikes with the exception of Chandler and DuHamel. Pegram, in fact, caught Chandler, only to lose touch again when the Kawasaki rider reeled in DuHamel late in the race.

Fourth was left to DuHamel's Smokin' Joe's teammate Steve Crevier. The RC45-mounted Canadian was another who started slowly but persisted, taking over fourth from Muzzy Kawasaki's Mike Smith at roughly three-quarter distance when Smith ran off the track in a fast right-hander. But Smith persevered, ultimately finishing a lonely fifth.

The second of the two Fast By Ferracci Ducatis finished sixth, ridden by rookie Shawn Higbee. Higbee passed the fast-starting Mat Mladin late in the race for the position when the Australian was slowed with a numbing right hand. Early on, Mladin and his Yoshimura Suzuki had been a factor, running as high as second before front disc brakes warped bad enough to cause intense vibration - bad enough to induce his hand to go numb. Mladin held on to finish seventh.

Then came the two Vance & Hines Yamahas, the still-underpowered YZF750s ridden to eighth and ninth by Tom Kipp and Jamie James, respectively. The Yoshimura Suzuki of Pascal Picotte rounded out the top 10 finishers.

DuHamel's win vaulted him to second in the championship point standings, though he still trails Chandler by 16 points, 124-108. It also marked the 12th AMA Superbike win of his career, tying him for sixth on the all-time list with Scott Russell.

Mladin is third with 102 points, just a single point clear of a tie between Picotte and Crevier at 101 points apiece.

Only Smokin' Joe's Honda and Yoshimura Suzuki had tested at the new Homestead facility prior to the first AMA race, so most didn't know what to expect. Racers and crews found an immaculate facility, featuring a smooth and safe 2.2-mile race track, and most were more than grateful that owner Ralph Sanchez - the man behind the two AMA Superbike races held on the Miami street circuit - had decided to run motorcycles at his new facility. Sanchez, too, must have been pleased with his motorcycle debut race drawing a crowd estimated at 25,000 by public relations personnel.

High clouds and relatively high humidity greeted the start of the 29-lap, 64-mile race and things were hot right away as DuHamel led Chandler, Mladin and the rest of the pack into turn one, with some bumping and grinding along the way. Pegram was caught napping at the start, and was in the midst of a melee of bikes and riders in turn one, eventually ending the first lap way back in eighth place.

"I just left late - that's all there was to it," Pegram said. "I bogged it a little because I left late and overcompensated by releasing the clutch out faster. Mladin ran into somebody and then came into me. I turned and I turned to miss him and ran into (Mike) Smith and it just got worse. I was like at least 10th in the first corner."

DuHamel wasn't wasting any time and he started to draw away right away, putting a gap between himself and Chandler, who was shadowed by Mladin. Then came James, Smith, Crevier, Picotte, Pegram, Kipp, Higbee and Yoshimura Suzuki's Aaron Yates.

By the fourth lap, DuHamel's cushion was roughly three seconds, with Mladin moving around Chandler on the same lap to take over second. Those two had pulled clear of Smith, who in turn could begin to hear the fast-approaching V-twin Ducati ridden by Pegram.

Pegram's charge netted him the race's fastest lap by the halfway point (a 1:27.127), but that fast-lap honor would eventually go to Chandler at roughly the three-quarter stage of the race. Chandler, though, continued to follow Mladin early, the Australian sliding the Suzuki into corners under hard braking.

Pegram managed to work his way around Smith on the 10th lap and a lap later Chandler was by Mladin.

"He (Mladin) seemed like he was putting a lot of effort in," Chandler said. "I thought that maybe he'd tow me on up to Miguel. But when he came by it seemed like he turned his focus more on keeping me behind him instead of trying to catch Miguel. So when I had a chance, I got back by him and just kept going with my own race."

It was the beginning of the end of Mladin's run up front as he began a steady fade to his eventual seventh-place finish.

"I had a few problems, mainly warped front brakes," Mladin explained later. "It was vibrating so bad my right hand went numb. I couldn't feel the brakes or the gas. I had no feeling left in the hand. The first 10 laps we showed we were quick enough. It's safe to say that's as close to the lead Suzuki has been in a while. I'm giving it everything I've got, but I'm also trying to stay upright. I could have maybe finished sixth instead of seventh, but I would have risked crashing; it's not really worth it for one spot."

By the 13th lap, DuHamel led Chandler by almost five seconds, with another gap to Pegram. Mladin's slide had him in the grasps of Smith, and Crevier, too, was closing in. They would both get by when Mladin temporarily ran off the track in turn one. Pegram held tough, until encountering lapped traffic at an inopportune time.

"I tried to pass a lapper going into seven and he went wide, so I lost a couple of seconds in one lap," Pegram said. "So I just had to take third."

And then Crevier moved around Smith.

"I ran off on the exit to six," Smith said later. "I stepped it off in the sand there. That was pretty much all she wrote."

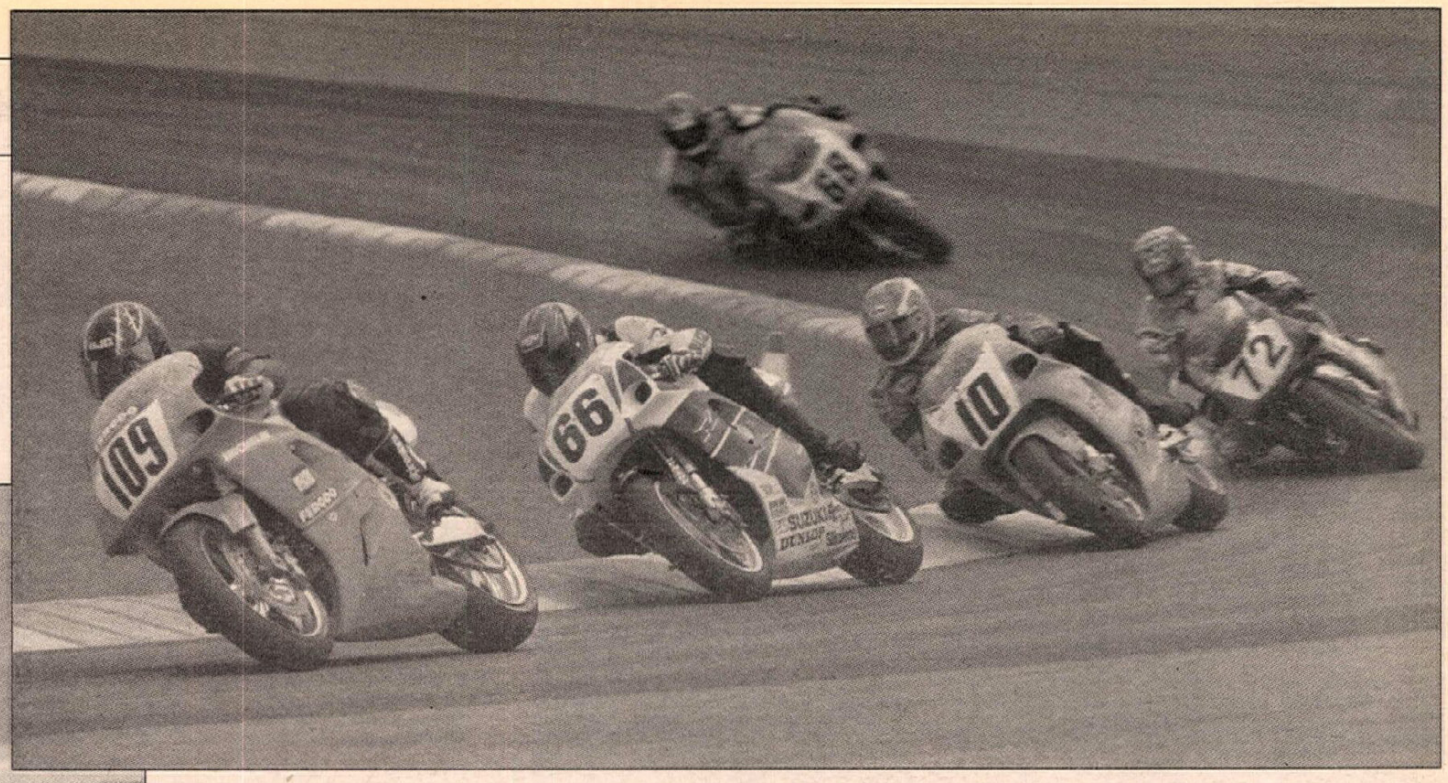
Chandler's fast lap, a 1:27.056, came shortly thereafter as he started to claw his way towards DuHamel, ever so slowly. By the 16th lap, the gap back to Chandler was four seconds; on the 19th lap it was down to three seconds; then it dropped to two seconds on the 21st lap and finally to under a second by the 23rd of 29 laps. The race was on, and the crowd was on its feet, cheering wildly in the closing laps.

"I was a little bit surprised," DuHamel said of Chandler's charge. "But not that much because I had some trouble with lapped traffic. I took my time because I'd worked hard to get the lead and I wasn't going to do something stupid passing one of these guys - or actually, I should say, passing the same guy like five times. I just wanted to be safe. I gave away a lot of that lead to lapped traffic, but it didn't matter to me

if I won by 10 seconds or if I won by a tenth of a second. I said, 'They can catch up, but getting around me will be another situation.'"

Chandler thought there was hope.

"I figured at the pace he was going (DuHamel) that he maybe had some trouble with the tire, front or rear, going away," Chandler said later. "I was just pretty happy with what I chose for tires



(Opposite page) Miguel DuHamel (1) gets the jump on Doug Chandler (1) and the rest of the field in the first-ever AMA Superbike National at the Homestead Motorsports Complex.
(Above) Mat Mladin (66), Chandler (10), Larry Pegram (72) and Mike Smith (68) prepare to lap Paul Netterstrom (109).
(Left) DuHamel celebrates his third Superbike victory of the season.

and I felt they'd be as good at the end as they were at the beginning, and I did some good laps at the end. I think I just let him get away too much at the start."

At the beginning of the 27th lap, DuHamel caught a false neutral going into turn one, drifted wide and allowed Chandler to run it in underneath, the Californian leading for the first time - albeit temporarily.

"Going into one I got a false neutral, which is very odd because it never happens on the RC45," DuHamel said. "So it must have been my mistake. I wasn't going in there too hard. I knew the tires had some pretty hard laps on them, and I didn't want to exaggerate too much. I was hoping to get back on line before Doug got there but he knows better - he just took his eyes off me and went for the line. And he took the lead."

Then Chandler's drive was ruined when he encountered a lapped rider on the exit.

"Doug got a lapped rider and that was the one lapped rider that didn't work in his favor," DuHamel said. "It helped me because he didn't get a good drive out of that corner. I timed it just right. He looked back at me and I went right, and I went passing on the right was not so smart because there was a left corner coming up. We were side by side and I was just waiting for him to brake. When he braked, I braked a little deeper and kept my eye on him in case he was going to do more and close the door."

"I knew I stood a decent chance, but that lapper kind of messed things up," Chandler said. "I figured I could have picked it up a bit more. I was pretty confident in my front tire and the rear tire seemed to be holding in there too. I felt I could put some good laps in there at the end, but it just didn't work that way for me. It was a good race. He made a break for it and I kind of couldn't get myself going. Every time I tried to put a lot of effort into my laps early on, I had the rear end come around. So I just had to settle myself down, get in a rhythm and

Pole and point to DuHamel

To say that Miguel DuHamel (right) liked the new, shorter swingarm that was fitted to his Honda RC45 on Friday at the Homestead Motorsports Complex would be an understatement. "He told me to never take it off," Smokin' Joe's Honda tuner Al Luddington. said. "The new swingarm is much better for steering," DuHamel explained. "It's a big improvement. Now I'm able to go into the corner hard like I usually do, and I'm able to also keep more cornering speed. And have a good drive coming out. I'm starting to be pretty strong all around the race track."

Somewhat of an understatement considering he'd just used his new swingarm - and an Ohlins front fork instead of his normal Showa unit - to clock a 1:26.296 lap at an average speed of 92.195 mph to secure pole position at the immaculate new Homestead facility.

But it wasn't easy. In fact, it all came down to the very final minutes of the very final qualifying session on Saturday afternoon, the drama building considerably as DuHamel and championship rival Doug Chandler went back onto the 2.21-mile track, their motorcycles fitted with qualifying setups for one final run at the pole. When all was said and done, it was DuHamel and his Smokin' Joe's Honda earning the pole position and, more importantly, the single championship point that goes with it.

All this came a day after DuHamel was disqualified from Friday's timed session when his RC45 weighed in a single pound under the AMA superbike minimum.

"Today it was probably 10 pounds over," DuHamel joked before explaining how the bike had coming in a tad light. "We made a lot of changes to the bike. We changed the swingarm, changed a whole bunch of stuff. But the biggest thing I think that made the difference was the flywheel. You put a heavier flywheel to control the spin, and when we took the heavier flywheel off we lost like two pounds, three pounds. And when we put the lightest one we have, well there you go. The funny thing is we tried a different rim on the bike, as far as width goes, and I did my fastest lap on that tire. I came in and tried to better it with the other tire and it was on the narrower rim. As it checked out if we had the wider rim on with that old tire on it (the weight) would have been straight on the nose. It's just one of those things. You can't blame a guy who is working so hard for having something like that slip by."

It mattered not, because DuHamel was ultimately able to go just as quick - albeit a day later.

"We felt confident that we could reproduce the times and we did," DuHamel said. "It was kind of tough today because we did a race simulation during timed qualifying - 20 laps, hard laps, and I was actually leading there for a while with the pole. I was pretty happy with that and then, of course, we came in and put the qualifying tires on and went out and did those laps. I think there's still a little bit more speed left out there, but I think I was a little tired from doing all of those hard laps. I didn't want to jump over that edge, you know. Everything turned out really well; we have the point, and we have the pole in both classes. That's a pretty good day's work. I did it on the second-to-last lap, and I think the last lap would have been a little faster. But in the last corner I got a little bit too excited and wicked on the throttle too hard and I just went up in a pile of smoke. It slid pretty bad and I was pretty mad because I think that last lap could have been faster."

The laid-back Chandler wasn't overly concerned with being second on the grid, his time of 1:26.404 also coming very late in the session.

"The last lap would have been quick," Chandler said. "But I got held up in the last three corners. But it's okay. Ideally, I think you'd want to be third or fourth on the grid for the start. We did good times with the race tires and we'll be okay tomorrow. I think it's just important to get the start and go. It'll be hard if you can't make the break at the start."

Despite getting quicker on day two, Larry Pegram considered himself unfortunate on the second and final day of qualifying. The Fast By Ferracci Ducati rider hit a snag with the setup of his front fork, and he didn't go as quick as he'd hoped. Still, his time of 1:26.860 was good enough for the third spot on the front row.

"It was bad," Pegram said of his final session. "We had all kinds of problems today. This morning I made three laps and the transmission went out. Today they changed some stuff and for some reason we couldn't get back to the settings we had yesterday. I was really fighting the bike a lot. I think I only did four laps in a row. The rest of the time I was doing one lap and coming in, one lap and coming in. I wasn't happy with it, but I definitely have room for improvement over the time I ran today. I think I can go faster tomorrow. We did that time with race tires and with the bike not handling the way it should. I feel tomorrow we can go even faster and do it consistently if we can get the bike where it should be.

"The problems were with the front end. They made some changes last night - one of the fork seals was leading so we put new seals in and redid the forks and oil and so forth. For some reason we had a real bad chatter today that we couldn't correct with changing settings - compression, rebound, or any kind. Possibly when they put it back together something wasn't right, but we didn't get to run but three laps this morning so I didn't notice it. Tomorrow, we'll fix it."

Making it a four-brand - Honda, Kawasaki, Ducati and Suzuki - front row was Yoshimura Suzuki's Mat Mladin, the Australian clicking off a 1:26.972 to fill the fourth position, despite not getting the new parts the team were expecting for this race.

The second row would consist of Smokin' Joe's Steve Crevier, Vance & Hines Yamaha's Tom Kipp, Yoshimura's Pascal Picotte and Muzzy's Mike Smith.

Picotte wasn't pleased with the lack of new parts for the Yoshimura Suzuki.

"Testing here helped us a little bit," Picotte said. "But we've changed so much since last year (the tests were held in December, 1995). We just need more bottom end and midrange. We've asked for a swingarm, new link and more midrange, but..."

Row three was led by the Vance & Hines Yamaha of Jamie James, followed by the factory Harley-Davidson of Thomas Wilson, the Fast By Ferracci Ducati of Shawn Higbee and the third Yoshimura Suzuki, ridden by Aaron Yates.

Round 4: Homestead Motorsports Complex

pace. By that time, he (Miguel) was way out in front but I just kept my head down. I knew it was going to be a long race and I just wanted to put some good, consistent laps in and hopefully be there in the end - which we were. We just came up a bit short."

Just under half a second short, to be exact.

Overall, DuHamel had to be pleased as he'd leave Homestead with maximum points.

"All weekend we've been running really strong and I just felt that we needed to get a good start and get away," DuHamel explained. "We'd taken our race setup and race tires up to 20 laps every time during qualfiying and it felt pretty good. We had a little tire change here at the end, but it was nothing too drastic. We just had to go stiffer, but it was okay and we still did some pretty fast laps. We went faster with the other tire, and I think Doug (Chandler) was running it - but I didn't want to take that chance."

Crevier's lonely fourth-place finish was his best of the season: "Talk about starts; the whole second row was passed by the whole third row," Crevier said. "I was pretty blocked but I made a good time in traffic. I handled it pretty good. I got spaced out in the race and then just worked my way up. Smith knew I was there - he's always on the edge of the track and I guess this time it bit him. It was a pretty good race; I can't complain."

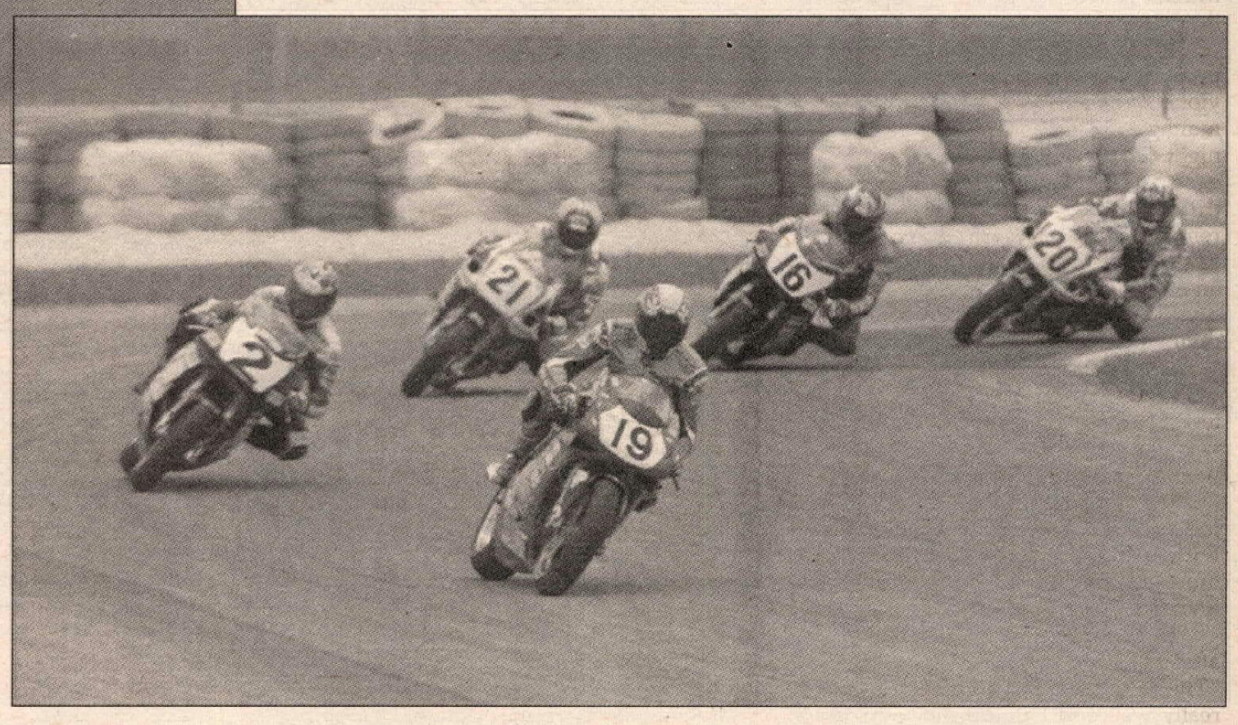
Homestead Motorsports Complex
Homestead, Florida
Results: May 19, 1996

SUPERBIKE QUALIFYING: 1. Miguel DuHamel (1:26.295); 2. Doug Chandler (1:26.404); 3. Larry Pegram (1:26.860); 4. Mat Mladin (1:26.972); 5. Steve Crevier (1:27.118); 6. Tom Kipp (1:27.242); 7. Pascal Picotte (1:27.323); 8. Mike Smith (1:27.489); 9. Jamie James (1:27.882); 10. Tom Wilson (1:28.384); 11. Shawn Higbee (1:28.399); 12. Aaron Yates (1:28.624); 13. Chris Carr (1:29.016); 14. Al Salaverria (1:29.808); 15. Dave Estok (1:30.311); 16. Tripp Nobles (1:30.719); 17. Dale Kieffer (1:31.385); 18. James Randolph (1:32.057); 19. Mike Barnes (1:32.108); 20. Mark Miller (1:32.120); 21. John Ashmead (1:32.132); 22. Rad Greaves (1:32.421); 23. Richard Alexander Jr. (1:32.528); 24. Mark Black (1:32.744); 25. Dax Snow (1:33.207); 26. Hector Cordero (1:33.152); 27. Jim Leslie (1:33.345); 28. Barry Henson (1:33.718); 29. Frank Wilson (1:33.775); 30. Daniel Bailey (1:33.874); 31. Steve Patterson (1:34.055); 32. Jeff Heino (1:34.217); 33. Anthony Lupo (1:34.224); 34. Quenni King (1:34.266); 35. Douglas Gross (1:34.277); 36. Marco Martinez (1:34.606); 37. John Spitulski (1:34.815); 38. Mark Coop (1:34.835); 39. Dean Mizdal (1:34.921); 40. Mark Junge (1:34.936); 41. John Blessed (1:35.250); 42. Jim Dickenson (1:35.433); 43. Stephen Vlasblom (1:36.089); 44. Paul Netterstrom (1:36.099).

SUPERBIKE NATIONAL: 1. Miguel DuHamel (Hon); 2. Doug Chandler (Kaw); 3. Larry Pegram (Duc); 4. Steve Crevier (Hon); 5. Mike Smith (Kaw); 6. Shawn Higbee (Duc); 7. Mat Mladin (Suz); 8. Tom Kipp (Yam); 9. Jamie James (Yam); 10. Pascal Picotte (Suz); 11. Aaron Yates (Suz); 12. Thomas Wilson (H-D); 13. Al Salaverria (H-D); 14. James Randolph (Suz); 15. Mark Miller (Suz); 16. Dale Kieffer (Suz); 17. Chris Carr (H-D); 18. Frank Wilson (Suz); 19. Tripp Nobles (H-D); 20. Rad Greaves (Suz); 21. Barry Henson (Kaw); 22. Daniel Bailey (Suz); 23. Dean Mizdal (Yam); 24. Jeff Heino (Suz); 25. Marco Martinez (Kaw); 26. Mark Coop (Suz); 27. Paul Netterstrom (Kaw); 28. Jim Dickenson (Suz); 29. John Blessed (Suz); 30. Stephen Vlasblom (Yam); 31. John Ashmead (Kaw); 32. Hector Cordero (Hon); 33. Richard Alexander Jr. (Suz); 34. Douglas Gross (Duc); 35. Anthony Lupo (Suz); 36. John Spitulski (Kaw); 37. Mark Junge (Suz); 38. Steve Patterson (Suz); 39. Dave Estok (Duc): 40. Quenni King (Suz); 41. Dax Snow (Suz).
Time: 42 min., 32.074 sec.
Distance: 29 laps, 63.8 miles.
Average Speed: 90.406 mph.
Margin of Victory: 0.510 sec.

SUPERBIKE NAT'L C'SHIP POINT STANDINGS (After 4 of 10 rounds): 1. Doug Chandler (124/1 win); 2. Miguel DuHamel (108/3); 3. Mat Mladin (102); 4. (TIE) Pascal Picotte/Steve Crevier (101); 6. Tom Kipp (99); 7. Larry Pegram (89); 8. Shawn Higbee (76); 9. Mike Smith (73); 10. Jamie James (70); 11. Al Salaverria (62); 12. Chris Carr (57); 13. James Randolph (52); 14. (TIE) Tripp Nobles/Aaron Yates (47); 16. Mark Miller (46); 17. Rad Greaves (44); 18. Dale Kieffer (42); 19. Thomas Wilson (41); 20. Dave Estok (40).

Upcoming Rounds:
Round 5 - Lexington, Ohio, June 2
Round 6 - Elkhart Lake, Wisconsin, June 9



(Above) Mike Smith (68) rode to a fifth-place finish in the National. (Right) Shawn Higbee (19), Jamie James (2), Pascal Picotte (21), Tom Kipp (16) and Aaron Yates (2) vie for positions early in the race.

Briefly...

Smokin' Joe's Honda's **Miguel DuHamel** won $7500 of the $52,000 Superbike purse for winning the Homestead National. Doug Chandler pocketed $6000 and Larry Pegram took home $4000.

Dale Quarterley came out of retirement from road racing to fill in for Mark McDaniel, who recently dislocated his right shoulder in a mountain bike accident, on the EBSCO Industries SuperTeams entry, helping the team to a third-place finish. It was the New Englander's first outing since badly breaking his right hand during preseason testing at Daytona. "Actually, my left hand is sore," Quarterley said after practice on Saturday. "The right hand is doing fine. The last month or so it's really come along. I'm having a blast out there. It's kind of cool. I can still feel what's going on with the bike. I've just got to get up to speed again." Quarterley is not sure if he'll race again this year, but his Ducati superbike is still for sale. "I definitely need that money," Quarterley said. The AMA's leading superbike privateer is planning on racing his stock car in 1996, but was rained out in his season debut last week at New Hampshire International Speedway.

Miguel DuHamel went to bed on Friday night a little bit worried about the Florida weather. After being disqualified from Friday's superbike qualifying session when his Smokin' Joe's Honda weighed in one pound under the AMA superbike minimum, DuHamel wouldn't have any Friday lap times to fall back upon if Saturday's weather was poor. "I was pretty concerned," DuHamel admitted. "I watched the weather forecast yesterday and they had clouds traveling all different ways. There were low clouds coming one way and high clouds coming another way. I was a little nervous, but I figured even if it rained I could qualify from the third to fifth row - somewhere in there. But I'm really happy the weather stayed clear." DuHamel qualified on pole position on Saturday afternoon.

Ironman award: **Michael Barnes** raced with what he thought were possible broken wrists following his practice crash on Saturday morning. The Floridian was high-sided from his Harley-Davidson VR1000 and the motorcycle then caught fire. Barnes finished third in the 750cc Supersport race later on Saturday, then teamed with Dale Quarterley to finish third in the SuperTeams event. Barnes didn't race in Sunday's Superbike National.

One of the problems that the Yoshimura Suzuki riders are having with the new GSXR750 in superbike trim is with the bike's ultra-short wheelbase. Pascal Picotte and **Mat Mladin** are hoping soon to get a longer swingarm for the new bike. "We seem to get more grip when we move the rear wheel right back," Mladin said. "We're hoping to get a new swingarm, but it takes time and they're doing the best they can. The bike's also a bit slow. We're losing ground on the straights and having to try and make it all up on the brakes. It's just a number of little problems right now, but people forget how bad the Honda (RC45) was in its first year. I think we're doing pretty good."

Pascal Picotte also feels the GSXR750 still has some bugs to be worked out. "The engine is really slow," Picotte said after finishing 10th in the National. "And it still wants to push the front end. It doesn't want to hold a line and it doesn't want to turn. You just have to ride it so hard - and you can only do that for so long."

The riders continue to complain about **lapped riders** in the Superbike class. "There's always a problem with traffic," Miguel DuHamel said. "There are a lot of people out there and I believe some of them, not all of them, of course, but some of them shouldn't be out there. There should be tighter restrictions as far as lap times go, because you pass the same guy like five times. But it's the same boat for everybody and you just have to make sure you don't make a mistake when you come up on those guys."

Thomas Wilson was the best of the Harley-Davidson riders at Homestead, the Ohioan finishing 12th on the factory VR1000, despite a practice crash on Saturday morning. "The race was uneventful in a sense," Wilson explained. "I didn't get a good start and then I just sarted reeling in guys. Then for some reason it started missing. Then I went backwards for a while. I changed my riding style because of the problems and then the bike started getting better. Towards the end it was running good, but the oil temperature was too high and on the last lap I didn't think I was going to make it. I ended up shutting it off before the start/finish. I never ended up going as fast as I did on Friday. I never went any faster and they all did. In the race I really just rode around by myself."

Now that Dale Quarterley is out of AMA Superbike racing, who is the current King of the Privateers? How about Californian **Al Salaverria**. The Earl Small-backed rider rode his Harley-Davidson VR1000 to 13th in the Superbike National and he currently lies 11th in the AMA Superbike National Championship - behind 10 factory riders, but ahead of Harley-Davidson factory pilots Chris Carr and Thomas Wilson, as well as Yoshimura Suzuki's Aaron Yates.

AMA Honda Pro Oils 600cc Supersport Series
Round 4: Homestead Motorsports Complex

Streak starter

By Paul Carruthers
Photos by Henny Ray Abrams

(Left) Mike Smith (68) led the first two laps of the 600cc Supersport class before giving way to Miguel DuHamel. (Below) DuHamel leads Smith, Thomas Stevens (2) and Steve Crevier (4). Stevens ended up second with Crevier third. Smith was disqualified for running illegal cylinder head modifications.

HOMESTEAD, FL, MAY 19

Smokin' Joe's Honda's Miguel DuHamel won his first race in a row at the Homestead Motorsports Complex in south Florida, just two weeks after seeing his 10-race 600cc Supersport win streak broken at Laguna Seca Raceway.

In a race that ultimately contained more drama off the track than on it, DuHamel easily won the 26th AMA 600cc Supersport win of his career, topping Kinko's Kawasaki's Thomas Stevens, in his best finish of the young season, by 5.266 seconds after 17 laps and 37.4 miles of racing at the new facility.

The drama unfolded after most had left the Homestead race track. It was then that Mike Smith was disqualified from his third-place finish when a post-race technical inspection found his Muzzy Kawasaki to be in violation of the rules.

"We found metal removal from the intake port area which is expressly in violation of the rules," AMA road racing manager Ron Barrick said on Sunday night. "We didn't pull the valves out of each and every port. But the ones we did pull there was obvious metal removal. Whether it was due to improper cleaning techniques or whether it was an attempt to break the rules, I couldn't say. Nonetheless, there was some metal removal."

With Rob Muzzy en route to Japan with riders Smith and Doug Chandler to test for the upcoming Suzuka 8-Hour, it was unknown whether or not the team would appeal the disqualification.

The ousting of Smith moved Smokin' Joe's Honda's Steve Crevier to third with Kinko's Kawasaki's Jason Pridmore moving up to fourth and Erion Racing's Doug Toland taking over fifth.

"It went pretty well," DuHamel said after pulling away to a comfortable win. "The bike was working really, really, really well and Dunlop did a great job. They've got a new tire out and it's a great tire. Everything went really well and it was well within the limits of the bike and myself. I didn't get myself too tired for the Superbike race. I tried to stay concentrated and focused. Those guys were running a good pace and I was just keeping a good gap on them, and trying to be careful through traffic. Basically, that was my game plan and that's how it worked out. It turned out good."

The first attempt at a start was aborted by AMA officials when most of the front row jumped the gun, prompting outrage by Honda officials who claimed the Kawasaki riders in question - Smith and Stevens - should have been punished. Barrick had a different view. "We had a verbal complaint from Honda's Gary Mathers about the green bikes on the front row," Barrick said. "But it was an abortive start - the green light never went on."

The leader off the *real* start was Smith, but that lasted all of two laps. DuHamel had seen enough. He was through following. It was time to lead.

"Mike got the holeshot and he was trying to be too mellow out there," DuHamel explained. "He was going real slow in the corners and was being in the wrong gear and the wrong place. He was like at 6000 rpm - I could see him shaking his head. I was saying, 'C'mon Mike, let's do it.' It took a little time because I thought I had a little vibration maybe in my brakes or my wheel; I wasn't sure what it was but it seemed to go away. Then I felt comfortable and decided to push it."

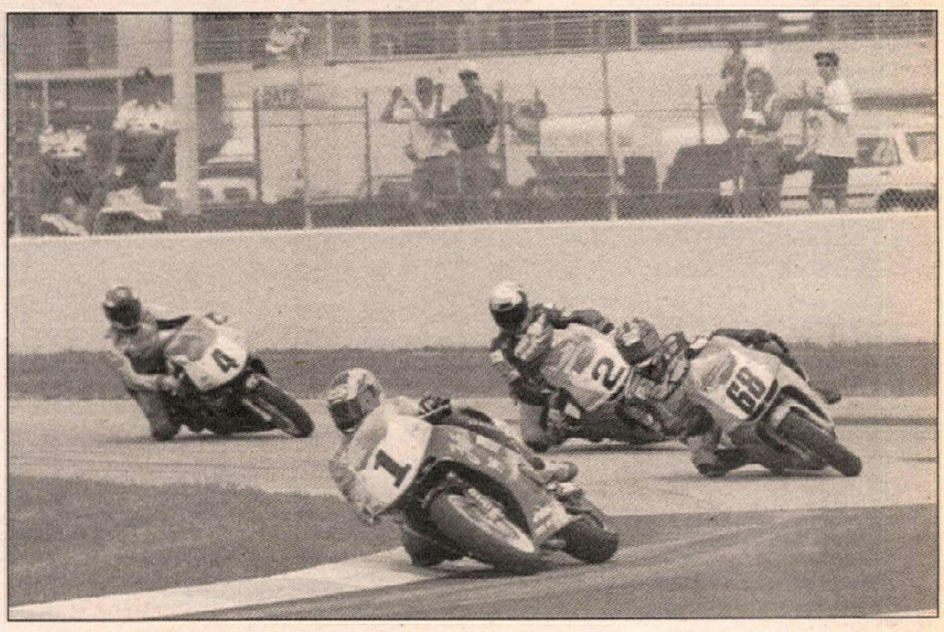
The man who really suffered off the start was Zero Gravity's Ben Bostrom, who missed the warmup lap and was forced to start from the pit road. "They didn't let me out until everybody had gone," Bostrom said. "I'm kind of bent about it because I thought we should have been on the podium today. I just didn't realize the rush and missed the warmup lap. After that I was so upset I was riding too hard and I wasn't doing the lap times I should have been doing."

A hard ride from Bostrom ended up netting him 10th on the day.

With DuHamel clearing off, he left behind a battle for second, but on this day it was Stevens who was the best of the rest - and the only rider to keep DuHamel in sight.

"It went real good," Stevens said. "I had a good start and I knew these guys were going to go fast from the beginning to the end. We pretty much played the down as it came to me. Mike (Smith) was leading, but he made a couple of mistakes and Miguel got by him. I knew how fast Miguel went this morning and I knew that if he thought he had that much on the field he wasn't going to wait around and play cat-and-mouse games - he was just going to go from the beginning to the end. I tried to get by Mike and fortunately I did. I tried to run down Miguel, but when you're up against one of the best guys in the world you can't give him any. When he gets by you've either got to be on him or he's gone. And that's exactly what happened. As the race wore on, I got a bigger and bigger gap back to third. Then I picked up a bit of a vibration in my rear tire and I just decided it was better to keep the thing together and finish. We just kind of slacked off a little bit and put it in the winner's circle.

"As far as I'm concerned, if I'm not winning than it's not good enough," Stevens added. "Consistency doesn't mean anything to me in this class - I have to win. If that means falling off the thing, then fine. We've got to win and there's no other way to look at it. If we don't beat him (DuHamel) and we don't start beating him soon, the series is going to be over - unless he has some kind of bad luck. I'd rather try and win the series straight up than have something happen to Miguel. We just have to step up the program. I had the thing working really well today, we're just down on acceleration a little bit. With the talent that Miguel has you can't give him an inch. All I want to do is win because I want to get back onto a superbike."



With Stevens in control of second place from the fifth lap on, the race for third went the distance with Smith holding off Crevier - only to be disqualified several hours later.

"It was pretty good," Smith said after the race and before getting the news of his DQ. "We got out front there. I wanted to get out front and get going. I guess I'm always a little anxious. If you're gonna get it on, get it on. But we changed a couple of things this morning and we tried to anticipate some things and we made some mistakes. The bike was good, and I think the Muzzy Kawasaki is the best bike out there for sure. It's just getting me to set it up. Laguna played a little bit better for me because it's a style track for Mike Smith, with high corner speeds. This track I think fell a little bit more into Miguel's hands. I'm really thankful for finishing third. We're still second in points."

Crevier thought he had Smith measured, but claimed his rival was constantly in his way, slowing him enough to prevent a pass.

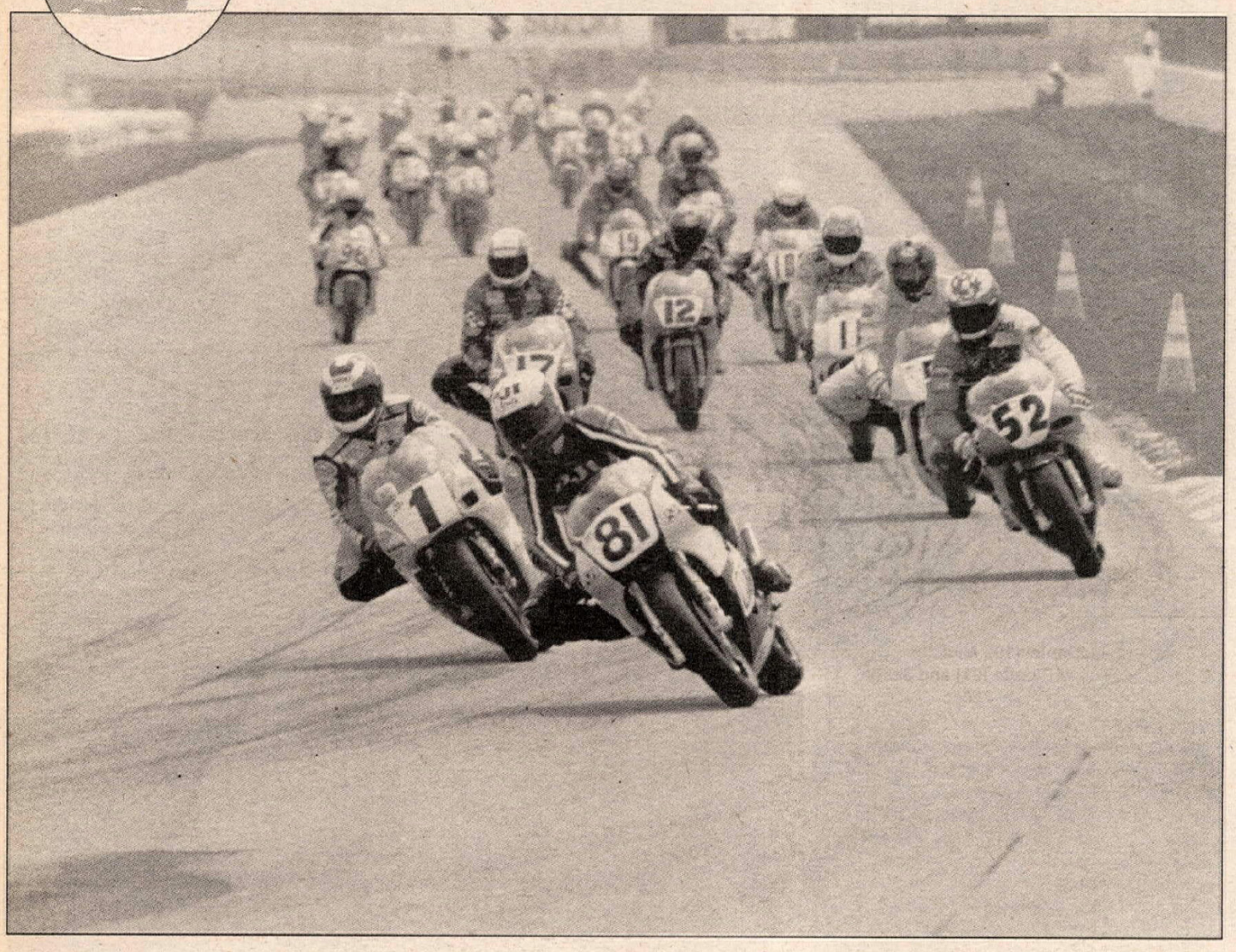
"It was frustrating," Crevier said. "Our bike was working really good on the brakes and in the turns, but he (Smith) was in the way everywhere. We were faster in every turn but the straightaway turns. He just blocked me the whole race. He did everything he could to hold me back." CN

Homestead Motorsports Complex
Homestead, Florida
Results: May 19, 1996 (Round 4 of 11)

600cc SUPERSPORT FINAL: 1. Miguel DuHamel (Hon); 2. Thomas Stevens (Kaw); 3. Mike Smith (Kaw); 4. Steve Crevier (Hon); 5. Jason Pridmore (Kaw); 6. Doug Toland (Hon); 7. Andrew Stroud (Hon); 8. Todd Harrington (Kaw); 9. Gerald Rothman Jr. (Hon); 10. Ken Melville (Hon); 11. Ben Bostrom (Hon); 12. Brian Parriott (Hon); 13. Eric Wood (Kaw); 14. Matt Wait (Hon): 15. Christopher Rankin (Kaw); 16. Harold Winkles (Hon); 17. Barry Henson (Kaw); 18. Michael Luke (Kaw); 19. Michael Conlon Jr. (Hon); 20. Richard Glock (Hon); 21. John Blessed (Kaw); 22. Michael Lehning (Hon): 23. Carlos Fabian (Kaw); 24. Scott Landis (Kaw); 25. Matthew Guidera (Hon); 26. Coz Arreaza (Hon); 27. Scott Harwell (Hon); 28. Eddie Dimeglio (Kaw); 29. Sean Sidwell (Kaw); 30. James Bronson (Kaw).
Time: 26 min., 11.915 sec.
Distance: 17 laps, 37.4 miles.
Average Speed: 86.043 mph.
Margin of Victory: 5.266 sec.
600cc SUPERSPORT C'SHIP POINT STANDINGS (After 4 of 11 rounds): 1. Miguel DuHamel (139/3 wins); 2. Thomas Stevens (120); 3. Steve Crevier (111); 4. Ben Bostrom (100); 5. Doug Toland (95); 6. Mike Smith (93/1); 7. Gerald Rothman Jr. (88); 8. Matt Wait (76); 9. (TIE) Andrew Stroud/Jason Pridmore (75); 11. Christopher Rankin (69); 12. (TIE) Todd Harrington/Brian Parriott (63); 14. Ken Melville (59); 15. Eric Wood (38).

Upcoming rounds:
Round 5 - Lexington, Ohio, June 2
Round 6 - Elkhart Lake, Wisconsin, June 9

Round 4: Homestead Motorsports Complex



"After I passed the other guys, I could see Rich was gone," the Finn said. "I wanted to hold my position and make sure nobody passed me."

Kaas secured his spot handily and third was now up for grabs, Renfrow and Lavado going at it and changing positions over the second half of the race. Foster joined the pair on his way back to sixth, then left it to Renfrow and Lavado to decide. But Renfrow would later say that the race was decided mostly the day before when he crashed in practice, beating himself up.

"That was as fast as I could go," Renfrow said. "I had a hard time. I didn't have enough dexterity left. When I was by myself I was fine. But when I was with people I was uncomfortable."

It was about three-quarters of the way through the 14th lap that Lavado was able to get by Renfrow for good. That settled the top four.

Fifth was decided in the left-hand part of the chicane at the top of the front straight, with Sands dropping Foster to sixth.

"I was just riding as fast as I could go, getting as many people as I could." Sands said, after getting away poorly at the start. "The engine bogged all the way to turn three. It didn't get going until turn four. I passed 15 people on the first lap and put my head down."

Bobby Keith, who'd been in the fight for fifth with Sands and Foster, stayed at the back of the group to take seventh, well in front of Cliff Tolley and Perry Melneciuc. John France got the better of Greg Esser to fill out the top 10.

Oliver's travels

By Henny Ray Abrams

See if this sounds familiar: Team Oliver Yamaha's Rich Oliver completely dominated the 250cc Grand Prix, winning by better than 10 seconds, the competition effectively left behind on the second lap. Not that he needed it, but in today's race, held at Homestead Motorsports Complex on a very warm and partly sunny day, he got a little help from someone who was expected to make him work for the win.

Running in second place on the second lap, PJ-1 Racing Oils Plus' Kurtis Roberts, who had run ahead of Oliver during their Saturday heat race, high-sided exiting turn three, with man and machine sent sprawling across the track and into the dirt. Randy Renfrow Motorsports Randy Renfrow said it looked like someone "threw a bag of cement on the track."

That caused everyone a second's delay and that was all Oliver needed to make a break. Lapping better than a second a lap faster than anyone else, Oliver held a seven-second lead on the third lap and he stretched it to 11.662 at the end.

In keeping his 1996 record perfect with four wins, Oliver completed the 17-lap, 37.57-mile race in 25 minutes, 50.396 seconds at an average speed of 87.237 mph.

"That was the most precise and accurate that I've ridden in the longest period of time, since Daytona," Oliver said. "My heart rate couldn't be over 85."

Second place was decided just before the halfway mark when Performance Machine's Kristian Kaas passed Deutsche Financial Service's Mark Foster a few turns from the front straight. Kaas had bogged at the start, the engine on his Yamaha loading up during the long start-line procedure, dropping him well back when the green light blinked. He was out of the top 10 on the first lap, then inside the next lap and cutting his way to the front, passing riders everywhere on the brakes. By the time he got into second, he knew Oliver was gone.

Racing Time's Luis Lavado was third after a race-long duel with Renfrow that was decided mostly by Renfrow's fatigue. The Virginia veteran had high-sided in practice on Saturday and was riding wounded. He would hold onto fourth with Performance Machines' Roland Sands, another slow starter, fifth.

Oliver's four wins, worth 140 points, plus the extra point per race for leading the most laps, gives him 144 after four of 10 races. Renfrow is second at 120, with Kaas third at 111.

When Roberts got the jump on the 29-rider field it came as no surprise. The 17-year-old youngest son of Kenny Roberts had been faster on the unofficial clocks in Saturday's practice and ran with Oliver in their heat race late on Saturday afternoon. This despite missing Friday morning's practice due to bad planning. Young Roberts held off Oliver until running wide as the pair headed out of the double right onto the middle straightaway. That put Oliver in the lead, a position he knows well and is loathe to cede. Today he wouldn't.

On the next lap he was in front when Roberts came off exiting turn three, causing a momentary delay among his pursuers. He was up and fine, but his day was done and Oliver's was made.

"I just high-sided," Roberts said. "It just let go. We could've ridden with Rich, I'm sure."

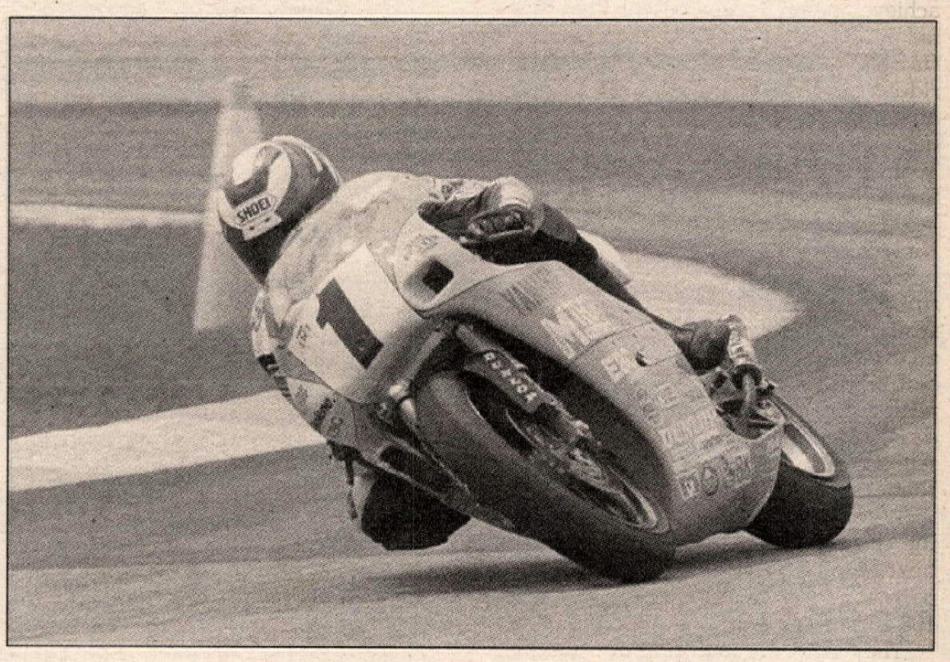
"He's going to be tough all year," Oliver said. "I don't think I'll be able to run away ever again this year. There were special circumstances today with this track."

With Oliver out of the picture there was some serious racing for the podium. Mark Foster was an early second, but there was a quartet behind him - Lavado, Keith, Renfrow, Kaas - whose scrap carried them towards the front.

Though Foster had better than 2.5 seconds on Lavado at the end of the fifth lap, the pack began to run him down and caught up on the eighth lap; Kaas, now up to third, moved by Foster as they began the run up the back stretch.

Kaas soon knew that he'd used up his tires catching up to the leaders and saw little chance of catching Oliver.

Kurtis Roberts (81) was expected to give Rich Oliver (1) a run for his money in the 250cc Grand Prix class at Homestead - that lasted for about two laps. (Right) Oliver won easily after Roberts crashed out of the race.



Homestead Motorsports Complex
Homestead, Florida
Results: May 19, 1996 (Round 4 of 10)

250cc GRAND PRIX: 1. Rich Oliver (Yam); 2. Kristian Kaas (Yam); 3. Luis Lavado (Yam); 4. Randy Renfrow (Hon); 5. Roland Sands (Yam); 6. Mark Foster (Yam); 7. Bobby Keith (Yam); 8. Cliff Tolley (Yam); 9. Perry Melneciuc (Hon); 10. John France (Hon); 11. Greg Esser (Yam); 12. Jason Paden (Yam); 13. Brandon Welton (Yam); 14. Derek King (Yam); 15. Jason Roth (Yam); 16. Freddy Maruca (Yam); 17. John Burgoyne (Hon); 18. Brady Welton (Yam); 19. Keith Floyd (Yam); 20. David Pare (Hon); 21. Hans Battle (Yam); 22. Kevin Brown (Yam); 23. Bowe Herron (Yam); 24. Dave Avery (Yam); 25. Jeff Ortlip (Yam); 26. Leighton Chalmers (Yam); 27. Jim Bonner (Yam); 28. Joe Skrocki (Yam); 29. Kurtis Roberts (Yam).
Time: 25 min., 50.396 sec.
Distance: 17 laps, 37.57 miles.
Average speed: 87.237 mph.
Margin of victory: 11.662 sec.
250cc GP CHAMPIONSHIP POINT STANDINGS (After 4 of 10 rounds): 1. Rich Oliver (144/4 wins); 2. Randy Renfrow (120); 3. Kristian Kaas (111); 4. Mark Foster (105); 5. Bobby Keith (93); 6. (TIE) Perry Melneciuc/John France/Nick Ienatsch (75); 9. Jason Roth (70); 10. Greg Esser (65); 11. Cliff Tolley (63); 12. Roland Sands (56); 13. Jason Paden (53); 14. Brandon Welton (50); 15. Chris Rogers (47).

Upcoming Rounds:
Round 5 - Lexington, Ohio, June 2
Round 6 - Elkhart Lake, Wisconsin, June 9

AMA Teamline 750cc Supersport Series
Round 4: Homestead Motorsports Complex

Collarbone cured

By Paul Carruthers
Photo by Henny Ray Abrams

HOMESTEAD, FL, MAY 18

Yoshimura Suzuki's Pascal Picotte has been saying for the past three races that things would get much tougher when his teammate Aaron Yates returned to health. Well, things just got much tougher.

With his broken collarbone healed, Yates managed to beat Picotte by some six seconds at the Homestead Motorsports Complex, the Georgian's second victory of the year moving him back into title contention in the title chase as he now trails Picotte by just six points, 136-130.

After trailing both Picotte and early leader Michael Barnes early on, Yates took over at the front of the field on the third lap and he never looked back, leaving Picotte and Barnes to battle for second place. That fight for second ended up going to Picotte, with the sore-wristed Barnes bravely holding on to finish third on the EBSCO Industries Suzuki GSXR750, logging his first AMA Supersport podium finish since 1992.

The first non-Suzuki - quite an achievement in a season dominated thus far by the new GSXR750 - to cross the finish line was the Kinko's Kawasaki ridden by Thomas Stevens. The Floridian got the best of a race-long duel with a host of riders to finish fourth, ahead of Team Suzuki Sport's Mark Miller. Team Suzuki Sport's Mark Black ended the 17-lap, 37.5-mile race in sixth, just clear of Kinko's Jason Pridmore, the Californian having ran as high as fourth before running straight at the end of the back straight and having to start his charge all over again.

EBSCO's Mark McDaniel (riding with a recently separated right shoulder), Hudson Valley MC's Richard Alexander and Dats Trucking's Dale Kieffer filled the top 10 positions.

With Picotte and Yates perched atop the championship point standings, the next best is the EBSCO's Barnes who narrowly leads his teammate McDaniel, 108-107. Miller is fifth with 106 points.

The first AMA road race ever held at the new Homestead Motorsports Complex fittingly got under way with Floridian Barnes leading the way into the fast double-left, turn one/two combination. The Yosh boys were tucked in behind and it was those three who quickly drew away from the pack.

Doug Chandler and the Muzzy Kawasaki didn't last long, with the Superbike National Championship points leader pulling the bike on to pit late on the second lap.

"First gear was bad," Chandler said. "But then I smoked the clutch a bit. There was no point in it (continuing)."

Yates took over the lead for the first time on the third lap, diving inside of Barnes on the entrance to turn six. That was all she wrote. Yates cleared away, eventually winning by 6.006 seconds.

"I feel pretty good now," Yates said in regard to his healing collarbone. "I had my supersport bike working really good and I'm really comfortable on it. I looked back a few times and I watched my pit board. I had a five-second lead and it dropped to four, maybe three. I was looking around, keeping track. The race went really quick. It's so smooth. It's really easy and short."

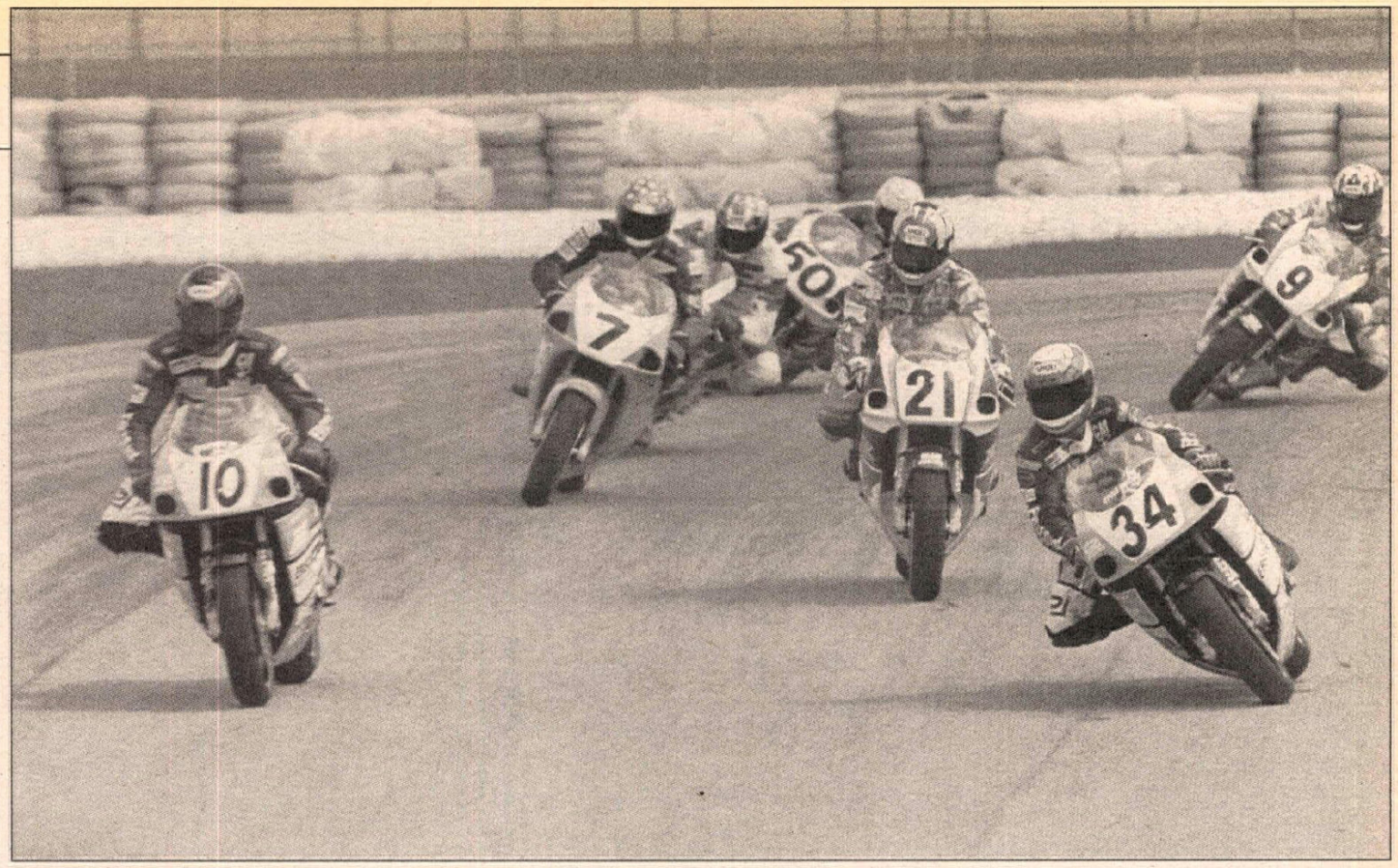
Things behind the Georgian weren't so clear. Barnes and Picotte continued to go at it, with Barnes doing most of the leading. Pridmore, meanwhile, was the man on the move, closing in on the Barnes/Picotte battle at the halfway mark and appearing to be very capable of catching them. That all went wrong on the 10th lap when he ran straight at the end of the back straight, coming to a stop to turn around and rejoin the race - back in 10th place. Pridmore would fight back, eventually finishing seventh.

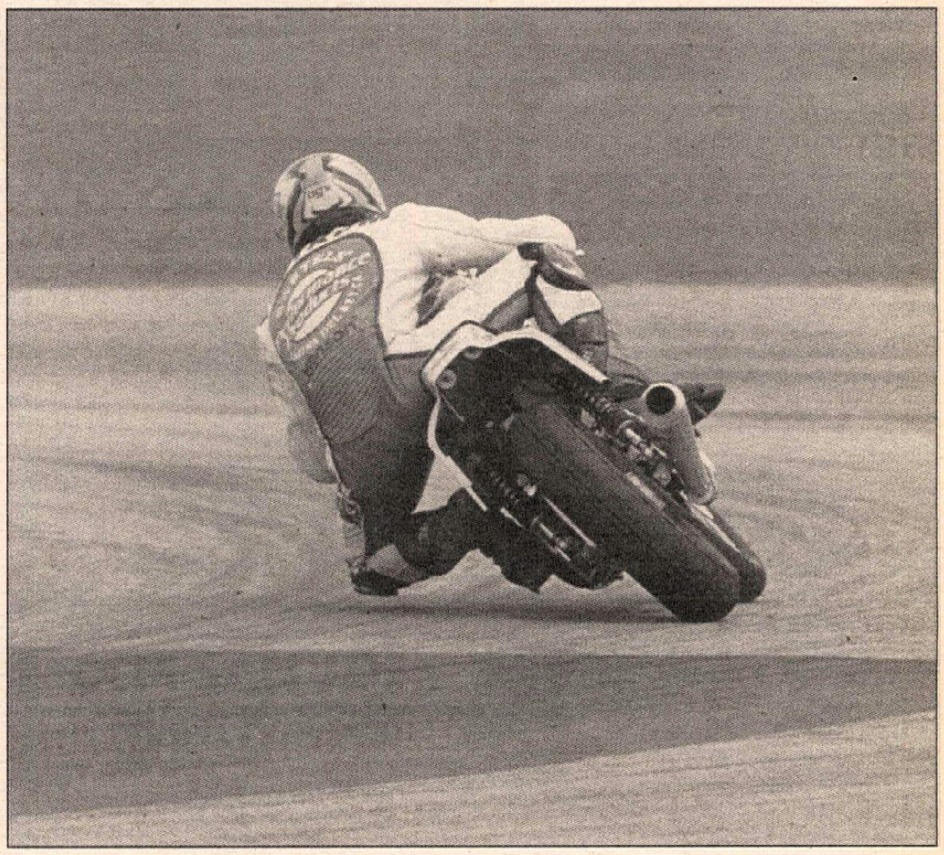
A lap later - on lap 11 - Picotte took over from Barnes for second, a spot he would hold to the finish. Barnes, too, would keep his composure - riding in pain to third place.

The race for fourth went to Stevens over Miller and Black.

"It feels pretty good," Barnes said. "I haven't been on the podium in a Supersport race since '92 when I was on my own Kawasaki. I really had to step it up a little bit, especially to run with these guys. I thought I was going to be able to run with Pascal, but I was obviously holding him up a little bit. My wrists were a little sore; I got off this morning on my Harley (VR1000 superbike), went up high in the air and landed on both wrists. You look at the numbers and we're all in contention for the championship. I just want to put in a consistent, real good year. I'm really looking for a championship and I'd love to win one of these because it's been awhile."

"When we tested here I did a lot of time on my superbike and Aaron did a lot on the supersport bike," Picotte explained. "That's why I think I'm faster on my superbike and he's faster on the supersport bike. I had a really hard time this weekend making my bike perfect. I know I was stronger than him the last two races, but now he's back in shape. But still I'm leading and I'm really happy. Mike (Barnes) was ahead of me and I was really having a hard time with deep braking; my bike was really humping. I was a little faster than Mike, for sure, in a couple of corners. Aaron (Yates) rode a really good race and I want to give him all the credit."





(Above) Mark McDaniel (10), Michael Barnes (34), Pascal Picotte (21) and Jason Pridmore (7) lead eventual 750cc Supersport winner Aaron Yates (9). (Right) Ben Bostrom was in a class of his own in the SuperTwins final at Homestead.

Homestead Motorsports Complex
Homestead, Florida
Results: May 18, 1996 (Round 4 of 10)

TEAMLINE 750 SUPERSPORT FINAL: 1. Aaron Yates (Suz); 2. Pascal Picotte (Suz); 3. Mike Barnes (Suz); 4. Thomas Stevens (Kaw); 5. Mark Miller (Suz); 6. Mark Black (Suz); 7. Jason Pridmore (Kaw); 8. Mark McDaniel (Suz); 9. Richard Alexander Jr. (Suz); 10. Dale Kieffer (Suz); 11. James Randolph (Suz); 12. Ben Bostrom (Hon); 13. Dax Snow (Suz); 14. Mark Junge (Suz); 15. Frank Wilson (Suz); 16. Ken Melville (Hon); 17. Jim Leslie (Suz); 18. Jeff Heino (Suz); 19. Marco Martinez (Kaw); 20. Christopher Rankin (Kaw); 21. Matt Wait (Hon); 22. Mark Coop (Suz); 23. Michael Luke (Suz); 24. John Blessed (Suz); 25. Ron Howard (Kaw); 26. Barry Henson (Kaw); 27. Keith Marquez (Suz); 28. Rick Narup (Suz); 29. Patrick Weekley (Suz); 30. Michael Conlon Jr. (Hon); 31. Scott Harwell (Hon); 32. Michael Lehning (Hon); 33. Stephen Tuel (Suz); 34. Daniel Bailey (Suz); 35. Todd Harrington (Kaw); 36. Doug Chandler (Kaw); 37. Rad Greaves (Suz); 38. Steve Patterson (Suz); 39. James Bronson (Kaw).
Time: 26 min., 00.074 sec.
Distance: 17 laps, 37.57 miles.
Average speed: 86.696 mph.
Margin of victory: 6.006 sec.
750cc SUPERSPORT C'SHIP POINT STANDINGS (After 4 of 10 rounds): 1. Pascal Picotte (136/2 wins); 2. Aaron Yates (130/2); 3. Michael Barnes (108); 4. Mark McDaniel (107); 5. Mark Miller (105); 6. Jason Pridmore (94); 7. Mark Black (83); 8. Doug Chandler (79); 9. (TIE) James Randolph/Jim Leslie (76); 11. Dale Kieffer (62); 12. Thomas Stevens (60); 13. Dax Snow (52); 14. Steve Patterson (47); 15. (TIE) Ben Bostrom/Matt Wait (41).

Upcoming Rounds:
Round 5 - Lexington, Ohio, June 2
Round 6 - Elkhart Lake, Wisconsin, June 9

AMA Progressive Insurance SuperTwins
Round 4: Homestead Motorsports Complex

Bostraumatized

By Henny Ray Abrams

HOMESTEAD, FL, MAY 18

After runner-up finishes to Mitchell's Modesto H-D's Matt Wait in the first two Progressive Insurance SuperTwins races of the season, Bartel's H-D's Ben Bostrom has reversed the trend, beating his fellow California charger in the next two races and winning today's inaugural event at Homestead Motorsports Complex in a romp.

Wait got the jump on the field but lost the lead late on the first lap, dropping back to third. He was quickly back into second and running down Bostrom who was determined to get away. And that he was able to do, building up nearly a four-second lead at the halfway mark and stretching it slightly by the end to win by 5.031 seconds.

"Me and Matt are going at it right now," Bostrom said. "We're tied on

Round 4: Homestead Motorsports Complex

points and there's seven races left. We're not even halfway into the season and I think it's going to come right down to the wire with us swapping back and forth. My brother's going to be right in there now. He's got the speed to run up front. He's had some hard breaks."

In winning his second race in a row, Bostrom averaged 78.580 mph and completed the 12-lap, 26.52-mile race in 20 minutes, 14.971 seconds.

More importantly, he moved into a tie with Wait at the top of the points chart. With six races remaining, the pair are tied with two wins each and two runner-up finishes at 136. Nate Wait, Matt's younger brother, fifth today after an off-track excursion, is third with 108.

Eric Bostrom, Ben's younger sibling, was third today, about 2.7 seconds back aboard the Bartel's H-D, with Dave Estok fourth, another 1.4 seconds behind.

A field of 20 riders took to the track on a warm afternoon, under cloudy skies. Wait led the pack into turn one, Bostrom second in front of Citrus Heights H-D's Matthew Guidera, Eric Bostrom, and Hal's H-D's Brian Gibbs.

Gibbs was quickly up into second and the top three, led by Bostrom from the start of the second lap, with Wait in third, moved away from the pack. Wait had hoped to make a move to stay with Bostrom before getting nudged out of the way at the end of the front straight.

"The first lap went really good," Wait began. "Apparently, the straight is not big enough for all of us because somebody hit me. That gave Ben that little bit and he got away."

It wasn't until the third lap that it was apparent that Bostrom was getting away, and, once he got going, there was no stopping him. He had close to three seconds ending the fifth lap and gained another second when Wait ran wide in the last left-hander onto the back stretch on the sixth lap. From then on, he was unchallenged.

"Hopefully we can keep this momentum going throughout the season," Bostrom said.

Wait had moved into second with a slingshot move into turn one at the beginning of the fourth lap. As soon as he was by Gibbs he quickly left him to fend off the advances of the oncoming pack. His race was with Bostrom and he couldn't make a go of it. Still, he was leaving the pack behind, holding about a three-second cushion at the halfway point.

That gap was now over Eric Bostrom who was recovering from an off-track excursion. He'd ended the first two laps in fourth before dropping back on the third lap to sixth.

"I just put my head down and started charging," Eric Bostrom said - and that's what he did.

He made up one spot by the end of the lap, then was up to fourth ending the fifth lap. He moved into third on the sixth lap and held it to the end, gradually pulling away from Estok and Nate Wait.

Those two got together on the seventh lap and Estok was able to draw clear as the laps wound down.

Behind wait came Gibbs, dropping back to sixth and well in front of Hikaru Miyagi who ran a mostly lonely race into seventh place. Hot Shot Motorworks' Chuck Blackmon was equally alone in eighth, with Mark Black and Jeff Heino rounding out the top 10.

Andrew Stroud wheelies the Erion Racing Honda across the finish line after winning the SuperTeams event.

Homestead Motorsports Complex
Homestead, Florida
Results: May 19, 1996 (Round 4 of 11)

PROGRESSIVE INSURANCE SUPERTWINS: 1. Ben Bostrom; 2. Matt Wait; 3. Eric Bostrom; 4. Dave Estok; 5. Nate Wait; 6. Brian Gibbs; 7. Hikaru Miyagi; 8. Chuck Blackmon; 9. Mark Black; 10. Jeffrey Heino; 11. Daigoro Suzuki; 12. Richie Morris; 13. Eric Lacruze; 14. Stephen Vlasblom; 15. Jerry Casciero; 16. Jim Whitaker; 17. John Costa; 18. Matthew Guidera; 19. Michael Luke; 20. John Ashmead.
Time: 20 min., 14.971 sec.
Distance: 12 laps, 26.52 miles.
Average speed: 78.580 mph.
Margin of victory: 5.031 sec.
PROGRESSIVE INSURANCE SUPERTWINS CHAMPIONSHIP POINT STANDINGS (After 4 of 11 rounds): 1. (TIE) Ben Bostrom/Matt Wait (136/2 wins); 3. Nate Wait (108); 4. Brian Gibbs (94); 5. Dave Estok (88); 6. Daigoro Suzuki (83); 7. Eric Bostrom (82); 8. Hikaru Miyagi (81); 9. Richie Morris (69); 10. Mark Black (67); 11. Tripp Nobles (57); 12. Matthew Guidera (51); 13. Scott Zampach (50); 14. (TIE) Jim Whitaker/Chuck Blackmon/Stephen Vlasblom (48); 17. Guy Bertin (45); 18. Michel Amalric (43); 19. Jerry Casciero (42); 20. Jim Rosa (34).

Upcoming Rounds:
Round 5 - Lexington, Ohio, June 2
Round 6 - Elkhart Lake, Wisconsin, June 9

Performance Machines SuperTeams
Round 3: Homestead Motorsports Complex

Erion clears out

By Henny Ray Abrams

HOMESTEAD, FL, MAY 18

The one-hour Performance Machines SuperTeams event was not so much a race as a procession. From the end of the first lap to the time the clock inevitably ran out, the order of the top five only changed during the rider swaps, and then not for long. Run on a warm, cloudy, and overcast Saturday afternoon, this one was over about as soon as it started.

The win, their second of the year, went to series leader Erion Racing, with Doug Toland and Andrew Stroud sharing the riding chores on a Honda CBR900RR which had been significantly improved since the team's second-place finish at last month's race at Laguna Seca Raceway. Toland was away first, running consistently better than a second a lap faster than the second running Team Moto Liberty Honda CBR900RR of Gerald Rothman to build up more than a 24-second lead by the time he gave way to the Kiwi Stroud at the 35-minute mark, the same time that Moto Liberty pitted.

At the end of his first lap in the saddle Stroud had nearly 34 seconds in hand and was able to cruise to the win, lapping all the way through fifth place.

"Doug (Toland) definitely gave us a good lead and rode well," Stroud said on the victory stand. "I've got nothing to complain about."

"It was flawless," Toland concurred. "We went out and did the last laps as fast as the first laps."

Indeed, on unofficial watches Toland's last lap was within a second of his fastest lap, and his worst was well better than any other.

The Erion Racing team completed 40 laps (88.2 miles) of the 2.21-mile course in one hour, 46.598 seconds at an average speed of 87.270 mph. Their winning margin over Moto Liberty was 43.479 seconds.

After three of nine races, Erion Racing extended their championship points lead to eight points, 105-97 over the EBSCO Industries Suzuki team, third today with a battered and patched up team of Michael Barnes and Dale Quarterley. Team Moto Liberty moved into third with 82 points.

Once Erion Racing cleared out, it was up to Moto Liberty to hang on to second, which they did with ease. Gerald Rothman Jr. went out first, handing off to Al Salaverria at the end of the 23rd lap. When they came in they had about 15 seconds on the third-place bike and the gap would widen by the end, Salaverria the caretaker of the position despite having a hard time with the machine.

"It was pretty difficult. The setup was quite a bit different from yesterday," the San Franciscan said. "It kind of threw me off." Salaverria said that his charge was also blunted somewhat when he caught his foot on a curb.

The third-place team was also riding wounded, but for a very different reason. The team had drafted Dale Quarterley into action after regular Mark McDaniel dislocated his right shoulder in a mountain biking accident. McDaniel was well enough to finish eighth in the Teamline 750cc Supersport race earlier in the day, but not up to the 60-minute sprint on the EBSCO Industries Suzuki GSXR1100. Quarterley was riding for the first time since severely injuring his hand in a crash during a December Daytona tire test. The hand didn't give him a problem in his stint, the opening one on the EBSCO Suzuki. The problem was that Quarterley didn't get enough practice on the big-bore machine and found during the race that there were a couple of small problems which couldn't be ironed out in practice.

Barnes' problems were more severe. He'd been high-sided off his H-D VR1000 Superbike during the morning practice session and had injured both his wrists. How severely, he wasn't sure, but he did say, "I've had two broken wrists and that's what it feels like."

Barnes rode second on the EBSCO bike and brought it home about 19.5 seconds behind Moto Liberty. "I'm just happy to get some points. Both my wrists are killing me. I could barely hang on at the end," Barnes said. He rode the lion's share, taking over from Quarterley after about 24 minutes.

Next in the parade was the Ohio Superbike team of Mark Junge and Daniel Bailey. The number-77 Suzuki GSXR1100 was first handled by Junge who pitted at the halfway mark so that Bailey could handle the cleanup chores. They were the last team on the lead lap, finishing about 21 seconds behind Barnes on the EBSCO machine.

Then came the DATS Racing piloted first by Dax Snow, who came in with two minutes left in the 40-minute window allowed for rider changes, and gave way to teammate Dale Kieffer. CN

Homestead Motorsports Complex
Homestead, Florida
Results: May 18, 1996 (Round 3 of 9)

PERFORMANCE MACHINES SUPERTEAMS: 1. Erion Racing (Hon); 2. Moto Liberty Honda (Hon); 3. EBSCO Industries Suzuki (Suz); 4. Ohio Superbike (Suz); 5. DATS Racing (Suz); 6. Team Henson (Kaw); 7. American Flyers (Kaw); 8. Keystone/Northstar Racing (Yam); 9. Ohio Superbike II (Suz); 10. Pirate Racing (Suz); 11. Longevity Racing (Suz); 12. Anaheim Yamaha (Yam).
Time: One hour, 46.598 sec.
Distance: 40 laps, 88.4 miles.
Average speed: 87.270 mph.
Margin of victory: 43.479 sec.
PERFORMANCE MACHINES SUPERTEAMS CHAMPIONSHIP POINT STANDINGS (After 3 of 9 rounds): 1. Erion Racing (105/2 wins); 2. EBSCO Industries Suzuki (97/1); 3. (TIE) Ohio Superbike/Moto Liberty Honda (82); 5. Dats Racing (81); 6. (TIE) Anaheim Yamaha/Ohio Superbike II (69); 8. Keystone/Northstar Racing (56); 9. Team Moto Liberty Senior (30); 10. Team Henson (25); 11. (TIE) Two Dudes from Cali/American Flyers (24): 13. Big Stick (23); 14. (TIE) Honda of Monterey/Pirate Racing (21); 16. Kamakaze/Longevity Racing (20); 18. Team Racetronics (19); 19. RCS Motorsports (18); 20. Two Husky Racing (17).

Upcoming Rounds:
Round 4 - Lexington, Ohio, June 1
Round 5 - Elkhart Lake, Wisconsin, June 8

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MAY 1996 SCHEDULE ON ESPN2

Original Show Telecast				Repeat Telecast		
EASTERN TIME						
Saturday	5/4	11:30-12:00pm	&	Saturday	5/4	11:30-12:00am
Friday	5/10	11:00-11:30pm	&	Saturday	5/11	11:30-12:00pm
Friday	5/17	11:00-11:30pm	&	Saturday	5/18	11:30-12:00pm
Friday	5/24	11:00-11:30pm	&	Saturday	5/25	11:30-12:00pm
Friday	5/31	10:30-11:00pm	&	Saturday	6/1	11:30-12:00pm
PACIFIC TIME						
Saturday	5/4	8:30-9:00am	&	Saturday	5/4	8:00-8:30pm
Friday	5/10	8:00-8:30pm	&	Saturday	5/11	8:30-9:00am
Friday	5/17	8:00-8:30pm	&	Saturday	5/18	8:30-9:00am
Friday	5/24	8:00-8:30pm	&	Saturday	5/25	8:30-9:00am
Friday	5/31	7:30-8:00pm	&	Saturday	6/1	8:30-9:00am

Join MotoWorld in May to watch Jeremy McGrath's incredible run at an unblemished Supercross season! Fourteen? ... Fifteen? ... Tune in to see Honda's No. 1 assault the record books with all the grace of a good old-fashioned street mugging.

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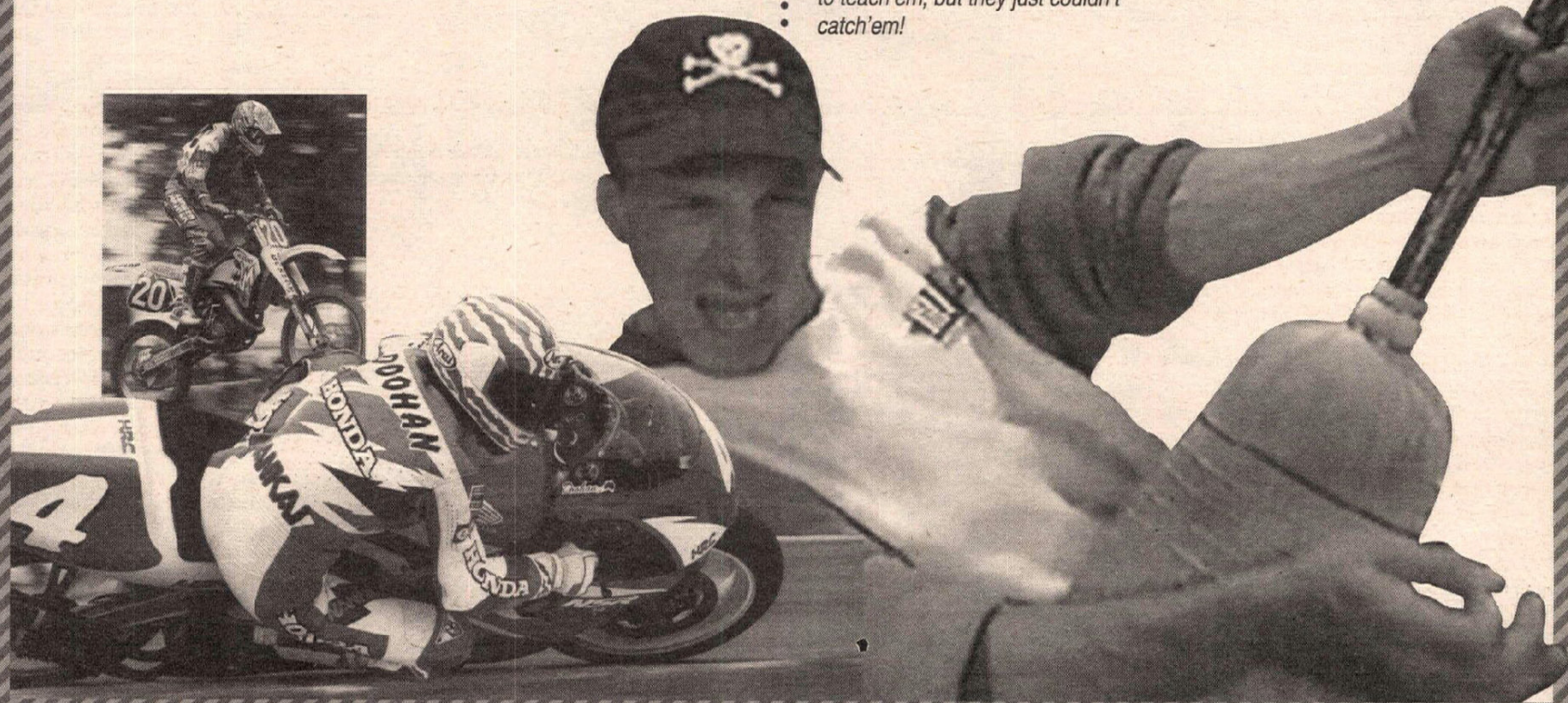
The instructors were all ready to teach'em, but they just couldn't catch'em!

MAY 1996 SCHEDULE ON ESPN2

Original Show Telecast				Repeat Telecast		
EASTERN TIME						
Sunday	5/5	5:30-6:00pm	&	Monday	5/6	3:00-3:30am
Sunday	5/19	8:30-9:00pm	&	Monday	5/20	3:00-3:30am
PACIFIC TIME						
Sunday	5/5	2:30-3:00pm	&	Monday	5/6	12:00-12:30am
Sunday	5/19	5:30-6:00pm	&	Monday	5/20	12:00-12:30am



U.S. Supercross Series

1996 SCHEDULE ON ESPN

	EASTERN TIME			PACIFIC TIME		
Tampa, FL	Wed	5/15	12:30-1:30am	& Tue	5/14	9:30-10:30pm
Pontiac, MI	Tue	5/28	12:30-1:30am	& Mon	5/27	9:30-10:30pm

1996 SCHEDULE ON ESPN2

	EASTERN TIME			PACIFIC TIME		
St. Louis, MO	Sun	5/12	3:00-5:00pm	& Sun	5/12	12:00-2:00pm
Denver, CO	Sun	5/26	5:00-7:00pm	& Sun	5/26	2:00-4:00pm

1996 REPEAT SCHEDULE ON ESPN2

	EASTERN TIME			PACIFIC TIME		
Charlotte, NC	Sat	5/11	12:00-2:00pm	& Sat	5/11	9:00-11:00am
St. Louis, MO	Fri	5/24	9:30-11:30pm	& Fri	5/24	6:30-8:30pm
Denver, CO	Wed	5/29	4:00-6:00pm	& Wed	5/29	1:00-3:00pm

AMA Motocross Series

1996 SCHEDULE ON ESPN2

	EASTERN TIME			PACIFIC TIME		
Sacramento, CA	Fri	5/24	7:30-9:30pm	& Fri	5/24	4:30-6:30pm
Glen Helen, CA	Fri	5/31	8:30-10:30pm	& Fri	5/31	5:30-7:30pm

1996 REPEAT SCHEDULE ON ESPN2

	EASTERN TIME			PACIFIC TIME		
Sacramento, CA	Fri	5/24	2:30-4:30pm	& Fri	5/24	11:30-1:30pm

1996 SCHEDULE ON ESPN

	EASTERN TIME			PACIFIC TIME		
Sacramento, CA	Sat	5/25	1:00-2:00am	& Fri	5/24	10:00-11:00pm

World Grand Prix Series

1996 SCHEDULE ON ESPN

	EASTERN TIME			PACIFIC TIME		
GP of Japan	Tue	5/7	12:30-1:30am	& Mon	5/6	9:30-10:30pm
GP of Spain	Mon	5/27	1:00-2:00am	& Sun	5/26	10:00-11:00pm

1996 SCHEDULE ON ESPN2

	EASTERN TIME			PACIFIC TIME		
GP of Spain	Tue	5/28	8:30-10:30pm	& Tue	5/28	5:30-7:30pm

1996 REPEAT SCHEDULE ON ESPN2

	EASTERN TIME			PACIFIC TIME		
GP of Spain	Tue	5/28	8:30-10:30pm	& Tue	5/28	5:30-7:30pm

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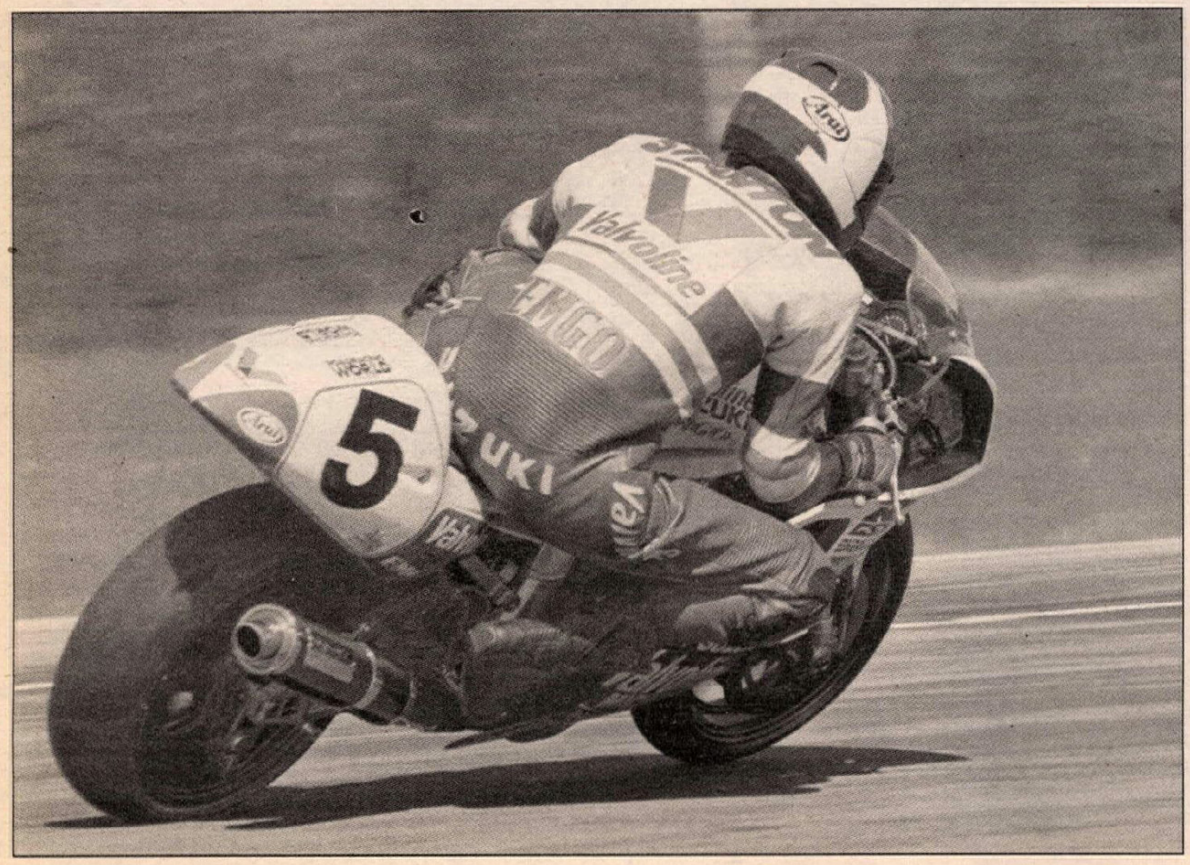
Round 4: Brainerd International Raceway

SADOWSKI IS BACK

By John Flory

BRAINERD, MN, MAY 19

With two characteristically forceful rides to win both of this weekend's Formula USA races, 1994 F-USA champion Dave Sadowski showed that he is finally back on form. After spending nine months rehabilitating a leg injury from a hard crash at Grattan last summer, he had two disastrous finishes at the opening F-USA round at Willow this spring. Since then he has improved steadily, carding a fifth and a sixth at Daytona, a pair of thirds at Road Atlanta, and now a pair of wins here. Sadowski and his Team LaBelle



(Top) After a tough start to his season Team LaBelle's Dave Sadowski (25) won both outings on his CBR900RR. (Left) Dave Stanton grabbed the holeshot at the start of both races; he finished second and fifth.

Honda CBR900RR also shattered Brainerd's F-USA lap record (set in 1991 by Rich Oliver on a Team Roberts Yamaha YZR500 GP bike) by 1.5 seconds. The wins moved Sadowski up into fifth place in the points standings.

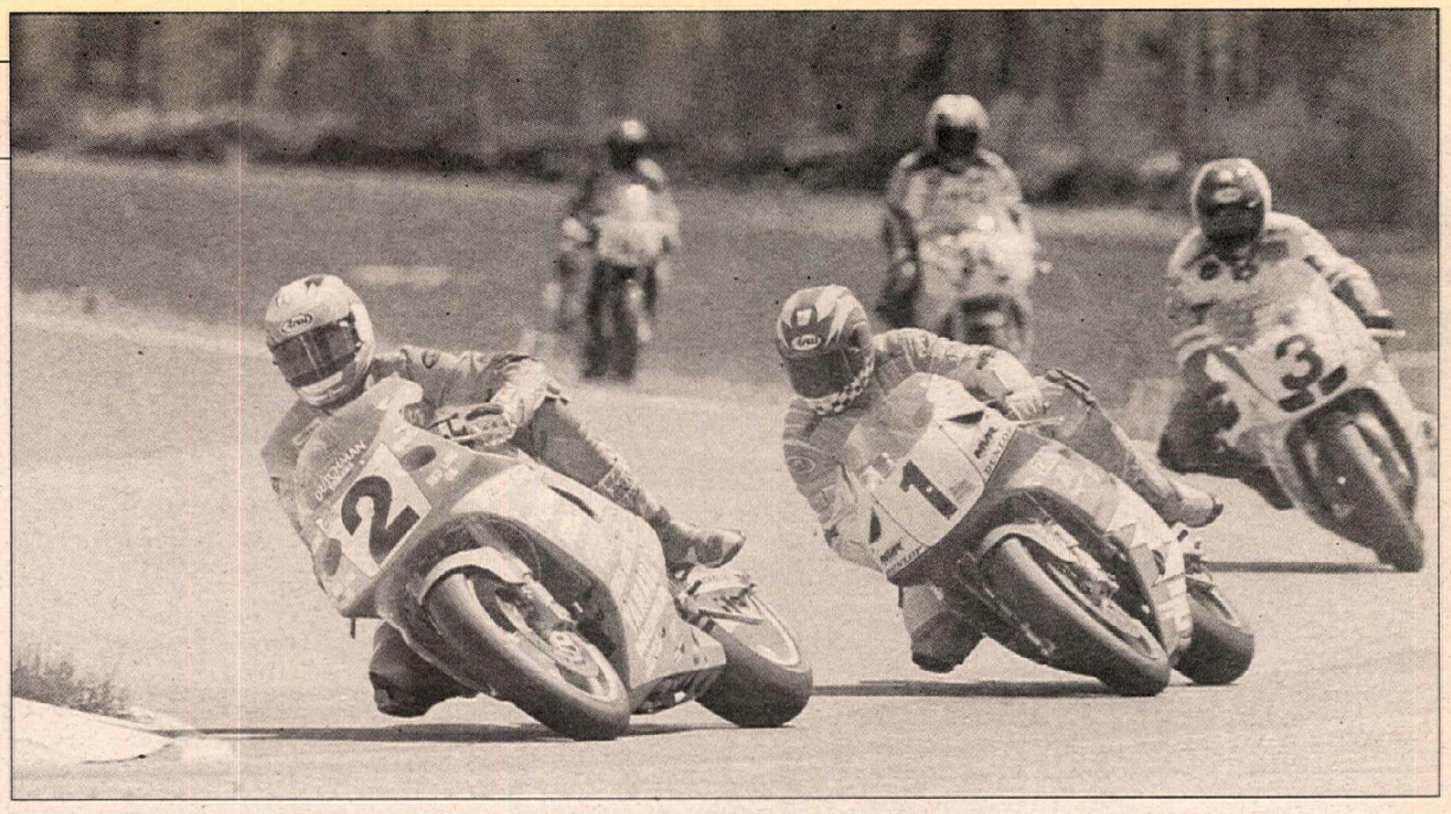
Fritz Kling recovered from poor starts on the Dutchman Yamaha YZF/FZR1000 in both races to score an intelligent third and a second, managing to finish ahead of points leader Tray Batey on his Team Valvoline Suzuki GSXR1100 both times. As a result, he nearly halved Batey's lead to just 12 points and moved into second place, two points ahead of Valvoline Suzuki's David Stanton.

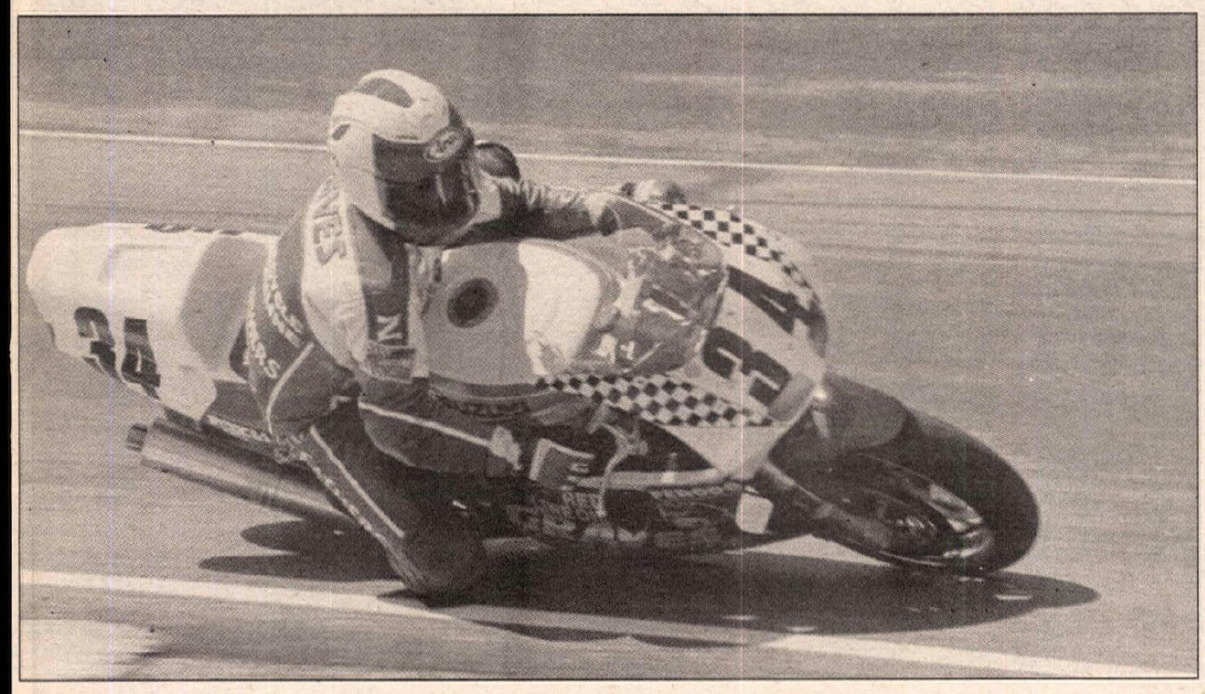
Determined riding by Chuck Graves resulted in a sixth and a fifth for the Team Graves/Motorcycle OnLine Suzuki GSXR1100 and maintained his fourth place in the standings.

The net effect was a tightening up of the race for the championship: With 10 races remaining, a spread of just 45 points covers the top five riders. And not too far behind are a number of riders who could still make a challenge for the title. Scott Zampach nursed the Taylor-made Saxon-Triumph to an eighth- and a 10th-place finish after a vibration developed during the first race, which put him in sixth place in the standings just ahead

of Jeff Stern and Curtis Adams, both of whom had solid finishes at Brainerd. Doug Polen finally exorcised the mechanical demons from his new GSXR750 but had a rare fall in the first leg and ran off the track on the last lap of the second while trying a pass to gain a few positions, losing one place as a result. Still, he not only moved up in two places in the standings to ninth, he also served notice that he will be a front-runner for the remainder of the series. Finally, Sadowski's teammate and reigning F-USA Champion Chris Taylor suffered mechanical problems in both legs after running up front in both, yet still managed to eke out a fifth and a third, which jumped him from 17th (thanks to unfortunate results at Willow and Daytona) up to 10th in the standings.

A very tight schedule of CCS races Saturday afternoon limited F-USA practice to two sessions Saturday (the other





(Above) Slow starts hampered Fritz Kling's (2) efforts on the day though he would finish with a second and third. Here he leads reigning champ Chris Taylor (1) and points leader Tray Batey (3).
(Left) Chuck Graves sits fourth in points after finishing sixth and fourth.

NASB classes got just one) plus the Sunday morning warmup. Many F-USA and NASB racers entered CCS events to get track time. There would be no time for qualifying, so start grids were determined by championship point standings.

After fast-moving fronts brought heavy rain both Friday and Saturday nights, Sunday morning dawned overcast - but the weather cleared as the day progressed.

RACE ONE

Stanton grabbed the lead from the front row of the grid, hotly pursued by Graves, Sadowski and Taylor. Teammates Sadowski and Taylor dropped Graves to fourth on the second lap. Zampach had the Triumph nicely placed in fifth for the moment, with a small gap back to Kling (who got poor starts thanks to a high first gear), Adams and Batey. Polen, trying to move up, had the rear end step out on the entrance to turn seven, where he hit a puddle, hydroplaned and fell. He remounted and pitted but did not rejoin the race.

At the front, Sadowski and Taylor stalked Stanton, Sadowski getting by on lap five and Taylor two laps later. Sadowski gradually pulled away from the fight for second, building a three-second cushion by the end of the race and getting down to a 1:40.9 on the last lap. With four laps to go, Taylor's sprocket began to disintegrate and he slipped back, eventually winding up fifth and nearly getting demoted to sixth by Graves.

The action behind them was reminiscent of the intensity of the World Superbike races at Brainerd. Batey and Kling were visibly on the move after horrible starts. Batey had passed Kling on the first lap going into turn one. "I didn't see him again for a while," said Batey. "I was back in 15th or 16th place - it was pretty bad. I passed the first groups of riders pretty easily, and then of course the further you get toward the front the harder it gets. About the time it got a little tougher he (Kling) came around me. He had a really good run going - it helped me out. I was able to kind of tag on and just kind of go. We wound up turning some pretty good lap times - a 1:41 flat." They picked off Zampach, then Graves, then Taylor. Kling then zeroed in on Stanton, squeezed by on the outside in turn eight on the last lap, but could not make it stick - Stanton would come up next to Kling on the inside going into the last turn. "I held on until the very last second, which was a second too late, and I went a little wide," Kling said. "I was in the wrong gear, went in there sideways, and he got me coming out."

Batey finished a short distance back in fourth with Taylor, Graves, Glenn Szarek, Zampach, Andy Deatherage, and Adams strung out behind him. Zampach lost several positions over the last few laps because he felt a vibration in the Triumph's motor at the top end (and lost 300 rpm on the front straight) and backed off slightly to try to save the motor.

Between the two races Sadowski noticed that the right side of his front Dunlop tire was torn up a bit and took it to Dennis Smith. "Dennis said, 'Gee, you've got a hard compound on!' I thought I had a soft compound on - I might be gettin' old! The hard tire, because the pavement is not abrasive, it'll push and tear. Instead of overheating and getting gooey and going off, it tears and goes off. So I changed to the proper tire and was able to run into turn one a little better (in the second race)."

RACE TWO

Once again Stanton nailed the start, but this time Sadowski seized the lead by the end of the first lap, heading a tight pack which also included Graves, Taylor, Stanton, Batey and Kling, with Polen a short distance back trying to make contact. Kling, again scrambling to make up for another bad start, nearly crashed in the bus-stop turn nine on the first lap. "I was trying to come up behind Batey and my rear end came right off the track as I was exiting the turn," Kling said. "I thought for sure I was going to loop it into the bridge. And then every time I looked around I saw a big divot in the dirt there."

Graves pushed into the lead on the next lap but Sadowski was having none of it and went back into the lead on lap three, forcing the lap times down into the low 1:41s. That caused the pack to split into a pair of threesomes: Sadowski, Graves and Taylor followed by Batey, Kling and Stanton. Stanton was struggling with an out-of-balance front wheel: "Turn one was blurry by the time I got there!" Stanton said. Taylor took second from Graves on the next lap and began pressuring Sadowski, and second-placed Graves was quickly caught by Batey and Kling.

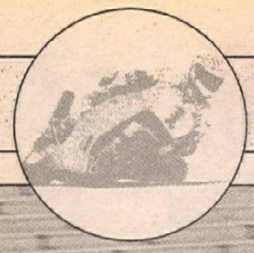
Over the next few laps, Sadowski and Taylor pounded away at the front, Taylor going into the lead briefly in the sweeping last turn on lap six. Once again the action behind the leaders was fierce. On lap six, Kling passed both Batey and Graves for third and began to reel in the leaders. As Kling caught Taylor with three laps to go, Taylor's front fender blew off, a distraction which caused him to drop back into a lonely third. Kling did not have enough time to try to catch Sadowski, who again won by three seconds.

Also on lap six, Batey and Graves nearly collided on lap six after Kling passed them. "I was a little bit impatient," said Batey; "when Fritz came around me in turn two and then got around Chuck immediately after in turn three. He had a pretty good pace going and I thought, 'Well, I kind of need to go along,' even though the race was kind of early. Chuck was riding good so he wasn't leavin' that many openings but Fritz was steadily getting away. The next lap around (seven) I had a pretty good run out of turn three and I thought I needed to get around Chuck or Fritz would just disappear. I got into turn four on the inside of Chuck but not quite enough that he could see me - I didn't quite complete the pass is what happened. When he came in for his line I was looking for a place to go, and I wound up making a little contact with the back of his bike with my front wheel and I wound up running out through the swamp (outside turn four)." He reentered the race alone in seventh.

As if that were not enough, Polen also had an off-track experience when he and Stanton came together on the last lap. Stanton was side by side with Graves on the outside, battling for fourth, when Polen tried to go between them entering turn four. Realizing he could not make it, he tried to back out as Stanton folded in. Polen's front tire rubberized Stanton's tail section and Polen ran off the track, costing him one position as Batey went by during this excursion.

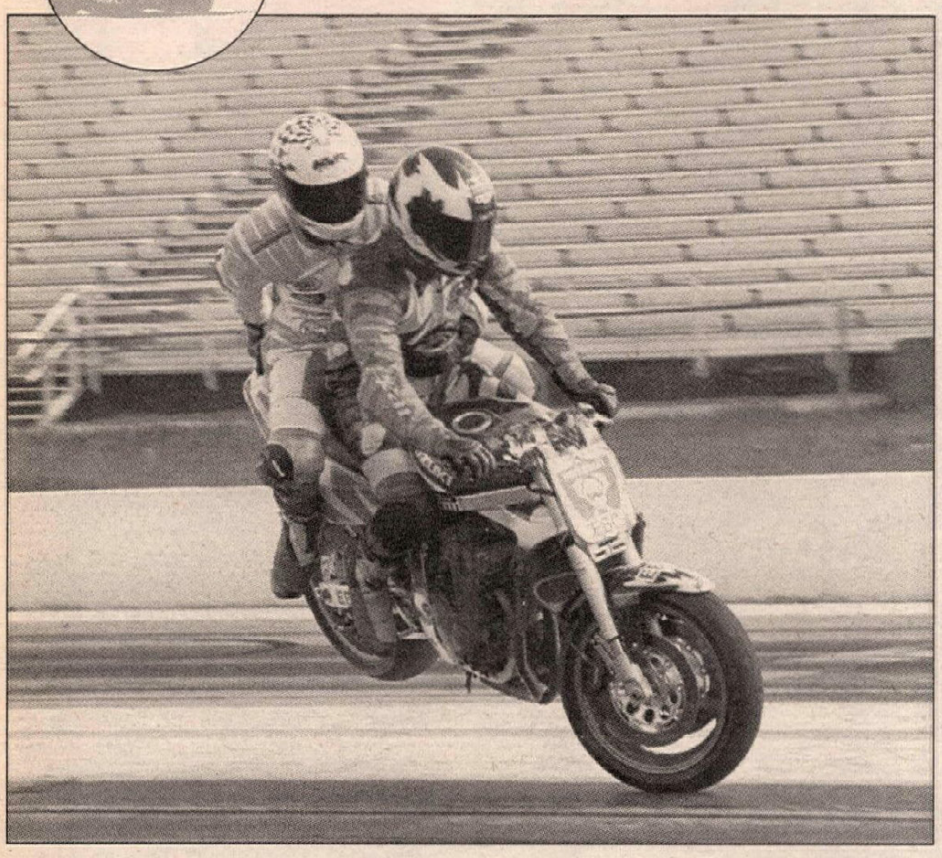
Behind Polen and alone in eighth came Deatherage, followed by Adams and Zampach, easing the ailing Triumph home 10th.

Afterward, Sadowski said, "I found a fast way through turn two and it wasn't until I passed Chris (Taylor) and Chuck (Graves) that they realized that you could run through the inside there. So I got a head start finding the way through the oil and that really helped me get out in front. Chris was running it hard into three, up the inside, and then he got me here in turn 10. I asked for some brake markers this morning because I didn't have any decent reference points. I was still learning toward the end of the race how hard you could run in there. We've got a GMD Computrack chassis setup and I'm still getting used to that. There's a whole lot left in the motorcycle that I've got to find. It feels really good to get back



ROAD RACE
Sunoco Race Fuels Formula USA Series

Round 4: Brainerd International Raceway



Double winner Sadowski was treated to a victory ride on the back of English stuntman Gary Rothwell's GSXR1100.

out and start winning again - and stick it in the winner's circle both times and walk away without limping."

"Once we get rolling I think we're the fastest bike on the track," Kling said, "I gave them seven seconds (at the beginning) and by the end I only gave them one and a half." He figured he did his best lap in the second race, a 1:40.8: "I got motivated to do a little better. I didn't want to get third again - I knew that! Second was good because I had both Valvoline guys behind me." CN

Brainerd International Raceway
Brainerd, Minnesota
Results: May 19, 1996 (Round 4 of 9)

FORMULA USA RACE ONE: 1. David Sadowski (Hon); 2. David Stanton (Suz); 3. Fritz Kling (Yam); 4. Tray Batey (Suz); 5. Chris Taylor (Hon); 6. Chuck Graves (Suz); 7. Glenn Szarek (Suz); 8. Scott Zampach (Tri); 9. Andy Deatherage (Kaw); 10. Curtis Adams (Suz); 11. Ray Yoder (Kaw); 12. Jeffrey Stern (Suz); 13. Joe Pittman (Kaw); 14. Scott Ruehle (Kaw); 15. Bryan Okubo (Yam); 16. Brett Metzger (Suz); 17. John Sharrad (Yam); 18. Mike Walsh (Yam); 19. Seth Hahn (Suz); 20. Chris Bliss (Hon); 21. Devin Battley (Yam); 22. Michael Fitzpatrick (Kaw); 23. Jeffrey Purk (Hon); 24. Robert Thomas (Yam); 25. Andrew Trevitt (Hon); 26. Marc Chido (Suz); 27. Doug Polen (Suz); 28. Roger Hendricks (Suz).
Time: 18 min., 50.000 sec.
Distance: 11 laps, 33 miles.
Average Speed: 105.133 mph.
Margin of victory: 3.180 sec.

FORMULA USA RACE TWO: 1. David Sadowski (Hon); 2. Fritz Kling (Yam); 3. Chris Taylor (Hon); 4. Chuck Graves (Suz); 5. David Stanton (Suz); 6. Tray Batey (Suz); 7. Doug Polen (Suz); 8. Andy Deatherage (Kaw); 9. Curtis Adams (Suz); 10. Scott Zampach (Tri); 11. Joe Pittman (Kaw); 12. Michael Fitzpatrick (Kaw); 13. Jeffrey Stern (Kaw); 14. Brett Metzger (Suz); 15. Scott Ruehle (Kaw); 16. John Sharrad (Yam); 17. Seth Hahn (Suz); 18. Robert Thomas (Yam); 19. Chris Bliss (Hon); 20. Jeffrey Purk (Hon); 21. Devin Battley (Yam); 22. Mike Walsh (Yam); 23. Bryan Okubo (Yam); 24. Ray Yoder (Kaw); 25. Glenn Szarek (Suz).
Time: 18 min., 42.00 sec.
Distance: 11 laps, 33 miles.
Average Speed: 105.882 mph.
Margin of Victory: 2.98 sec.

SUNOCO RACE FUELS FORMULA USA CHAMPIONSHIP SERIES POINT STANDINGS (After 8 of 18 races): 1. Tray Batey (226); 2. Fritz Kling (214/2 wins); 3. David Stanton (212); 4. Chuck Graves (200); 5. David Sadowski (181/2); 6. Scott Zampach (160); 7. Jeffrey Stern (146); 8. Curtis Adams (144); 9. Doug Polen (113); 10. Chris Taylor (110); 11. Glenn Szarek (102); 12. Michael Barnes (102); 13. Andy Deatherage (99); 14. Joe Pittman (92); 15. Brett Metzger (89); 16. Rich Oliver (86/2); 17. Jason Fraser (80); 18. Doug Chandler (70/2); 19. Michael Fitzpatrick (68); 20. Chris Bliss (64); 21. Mark Miller (60); 22. Roland Sands (54); 23. Tripp Nobles (53); 24. Ray Yoder (52); 25. Peter Christensen (48); 26. Jonathon Bolton (47); 27. Shane Turpin (44); 28. Lance Holst (43); 29. Shane Prieto (38); 30. Devin Battley (37); 31. Chris Voelker (36); 32. Dave Estok (34); 33. Scott Ruehle (33); 34. (TIE) Eric Moe/William Lindsay/Don Canet (32).

Upcoming Rounds:
Round 5 - Elkhart Lake, Wisconsin, August 4
Round 6 - Portland, Oregon, August 11

Briefly...

About 85 percent of **Brainerd** International Raceway's track was **repaved** just over a week before the NASB/F-USA event. The sections which were not repaved included most of the turns in the back section starting with turn three; the straights between these turns were repaved, as was the entire section from the bridge before the final turn, through the final turn, all the way down the front straight, through turns one and two, and up to turn three. Most racers found the smoother track a big improvement, and the smoother surface should reduce tire wear. But several racers commented that many of the transitions between old and new pavement were abrupt.

An appeals board met at Brainerd to settle several matters concerning the Triumph Speed Triple race at Road Atlanta. **Michael Fitzpatrick**, who finished third, appealed his loss of five championship points and a $300 fine for streamlining his number plates. The board reduced his fine by 50 percent and reinstated the points. **John Scheehser** and **Benjamin Welch**, who finished fourth and fifth, appealed their loss of three championship points each and $100 fines for illegal modifications. The problem is that the racing shock supplied by Triumph raises the bike enough that the chain hits the swingarm, rubbing on and quickly wearing through a protective rubber pad. In order to rotate the rear-axle eccentric up so as to straighten out the chain's run, it is necessary to grind 3mm off a tab on the back of the rear brake stay (a plate which is not an integral part of the swingarm). Triumph approved the modification but the matter had not been submitted to NASB. The board decided to reinstate Scheehser's and Welch's points but to let the fines stand. The modification is still not legal.

British motorcycle stunt rider **Gary Rothwell** provided entertainment during the lunch breaks at the Brainerd NASB/F-USA event. Rothwell performed wheelies, stoppies, burnouts, and other maneuvers not easily described, using various acrobatic positions on the bike. He was joined at times by his partner Joan Jenion, whose level of trust in Rathwell was as impressive as the stunts themselves. Unable to ship his own specially modified bike from England in time, he bought a stock 1992 Suzuki GSXR1100 from a local dealer, removed the pipe, and installed his own bars and master cylinders. Furthermore, he performed on a surface with widely varying traction: Brainerd's front straight, which also doubles as a drag strip and so has concrete launch pads set into the asphalt plus long strips of rubber laid down by dragsters (a drag race was held the weekend before the NASB event). Rothwell also recruited six road racers to equal his world-record seven-person wheelie. He sits on the handlebars to do this!) For a finale he put David Sadowski on the back for a victory lap of wheelies and stoppies after Sadowski's second F-USA win. Sadowski said: "We were running into the bus-stop turn (nine) at about 90 mph and he starts easing on the brakes. At about 75 mph the rear wheel lifts up and I'm holding onto the rear grab rail, and at 70 mph I'm straight up and down and I think I'm gonna go over the front and I rear back and he puts the brake on even harder and we're over vertical. Then he crosses it up and sets it down sideways, and the thing just snaps every bone in your back when you land. And he's like, 'No big deal, man! "And then a 160-mph wheelie down the front straightaway, just idling along in fifth like a sail - pretty sweet!"

Dutchman Racing leased their second Yamaha YZF/FZR1000 to **Devin Battley** for the weekend for an undisclosed sum. "You could say I've got one of the biggest smiles around," Battley said. "It's not every day you get to ride a bike like this." Battley would have to give up the bike if the team's lead rider Fritz Kling (tied for second in the points standings) needed it. Though Battley is known to be a careful rider, the move was still a calculated risk. Dutchman's other rider, Ray Yoder, arranged a one-race deal to ride Zlock Racing's Kawaskai 950cc ZX-7/ZX-9 hybrid and will ride the rest of the season's events for Dutchman, according to team owner Dave Schlosser.

Chuck Graves' Buell, which he campaigns in the EBC Brakes Sportbike class, was rebuilt after its rod failure at Road Atlanta. Graves' tuner Mike Belcher explained that the bike had been used for magazine tests and raced at Daytona, with no bottom-end rebuild before the failure at Atlanta. The bike now has a dual-rotor front-brake setup, although Graves was not sure he preferred the new setup to the stock single-rotor arrangement. It also sports a smart, familiar-looking fairing whose origin Graves would only describe as "custom AirTech." The Buell is right at the 395-pound weight limit, but this motor was inexplicably slightly down on power. It was making 93 horsepower, whereas the previous one was at 98 and had been as high as 102. "Erik (Buell) hit it right on the key when he made this thing," Graves said, "Right out of the box it was perfect - stock shocks, fork, everything. And the Buell (factory) guys treat me so well." Unfortunately, Graves had problems again this weekend, started well behind the field, and finally pulled out of the race.

Michael Fitzpatrick tried to start the first F-USA race without a functioning rear brake (no rotor), rode through the pits at too high a speed, and also started the race late in violation of the pit-lane marshal's instructions. F-USA Competition Director Colin Fraser fined him ($250 according to Colin Fraser's notes and $500 according to the press notes) and placed him on a three-race probation.

Rick Kirk was weaving and blocking on the front straight during the Triumph Speed Triple Challenge. As a result, NASB officials fined him $300 and assessed a 10-point penalty. NASB rules state that the decision may not be appealed.

Predictably, the front-runners in the series made relatively few changes to their bikes while those further back were making major modifications in search of better results. Series leaders **Team Valvoline Suzuki** confined themselves to setup changes to their GSXR1100s, but were coy as to exactly what they were changing. Tray Batey was working with his mechanic Jerry Daggett to compensate for a shift in the weight bias, and was also making minor gearing changes. Dave Stanton, in second place, had sorted out his suspension at WERA races at Road Atlanta, working with his mechanic Chris Weidl and GMD Computrack's Kent Soignier and found a big handling improvement - plus more confidence. "We finally hit the nail on the head," he said, referring to the setup, "It was there right away this weekend." Team Graves/Motorcycle OnLine's Chuck Graves was even more close-mouthed about the GSXR1100s he and his crew chief Michael Belcher had prepared for Graves and his teammate Glenn Szarek.

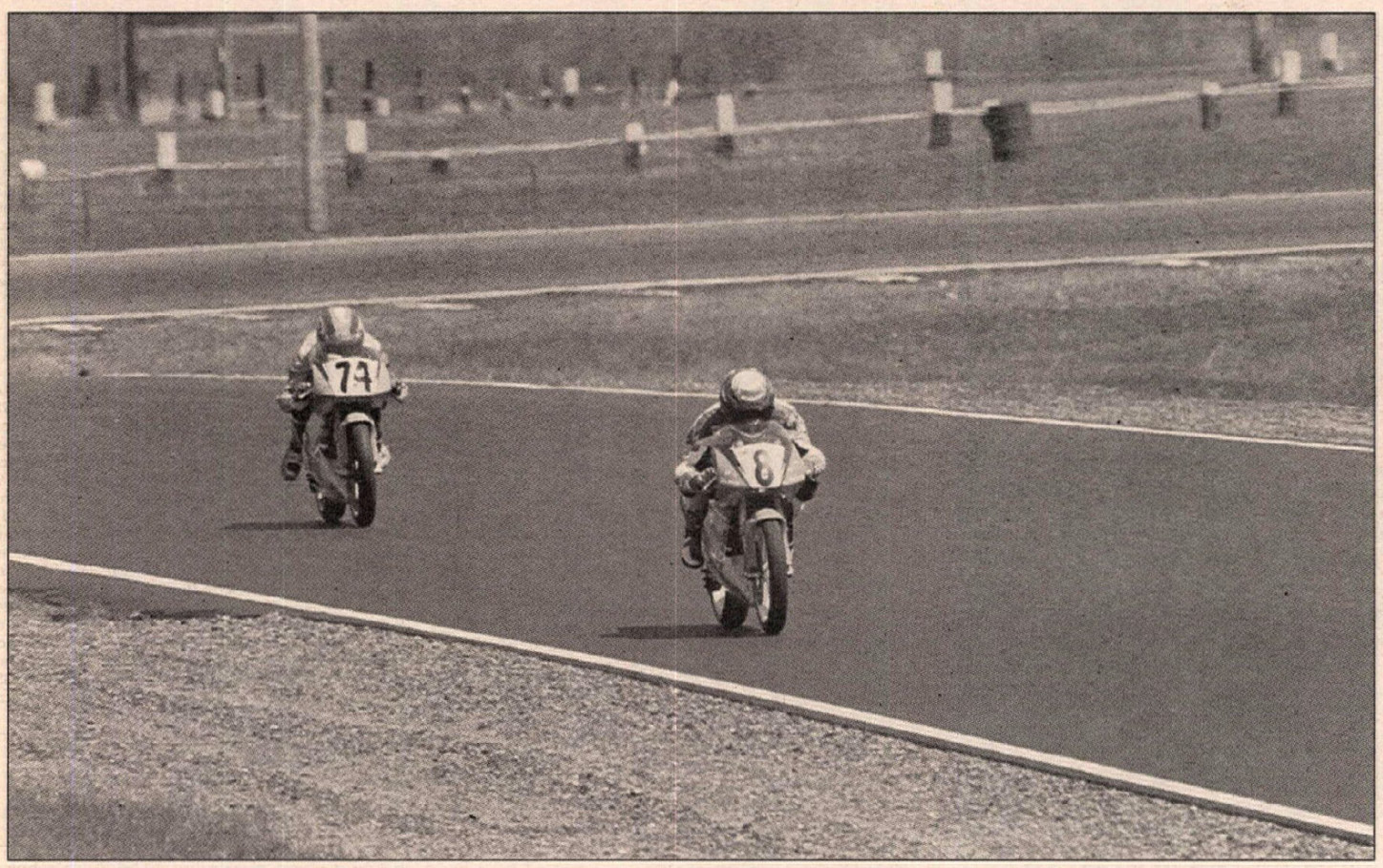
Dutchman Racing's Dave Schlosser had simply freshened his YZF/FZR1000-motored hybrid for Fritz Kling, who was tied with Stanton for second in the points. Schlosser has a new bike 75 percent completed: a '96 SP chassis with factory bodywork and an improved air-induction system. He has also found a single shop to do all their machining. Jim Elder of Dunk's Competition Engines, a well-known Pittsburgh shop for circle-track car motors, is now also specializing in motorcycle work and does all of Dutchman's heads, cranks, pistons, valves and cylinders. The dimensions are more consistent using a single shop, which simplifies assembling motors. Schlosser also noted the cranks are balanced more closely, and that he can easily test more parameters (different materials and component weights, etc.). Schlosser first used a motor incorporating Elder's work at Road Atlanta and discovered that it produced 6 horsepower more than his previous motors. Meanwhile Kling was worrying about getting his rangy "5-foot-17-inch" frame tucked in behind the fairing on this high-speed track: "I gotta think small and get a good drive out of every corner. The Suzukis have more power but they don't handle as well (as the Yamaha). Brakes will be really important here."

Other teams were in "catch-up" mode. **Team LaBelle**'s Chris Taylor and Dave Sadowski each had a brace of Honda CBR900RRs. Their new '96 "A" bikes featured a new motor (about which tuner Mike Velasco would only say "It's *big*"), RC45 bodywork and a heavily pressurized airbox. Velasco did say that he had to add 30 pounds to the bikes to reach F-USA's 350-pound weight minimum: a starter motor, steel fuel tank, a steel water-cooled baseplate for the oil filter, steel bolts everywhere, plus eight pounds of ballast.

Doug Polen felt he had solved the teething problems with his '96 Suzuki GSXR750 which had plagued him at the previous rounds. Parts are now available, and the initial piston-clearance and rod-stretch problems have been fixed. The valve problems he had at both Daytona and Road Atlanta were traced to using stock springs, which were too stiff for the reshaped stock valves and high-lift cams in the motor. His motor failed at Daytona when the retainer end came off a valve; at Road Atlanta a valve head broke off. A racing kit head and cams should have solved the problem. F-USA's claiming rule makes Polen reluctant to add more kit parts. Instead, SuperTech's Dennis Zickrick, who now builds his motors, increased the displacement to 813cc (the theoretical maximum for the '96 GSXR750 motor is about 890cc). The ever-methodical Polen started out with wet suspension settings from Road Atlanta and worked his way towards dry settings for Brainerd (rather than guessing at the correct setting and not knowing which way to go from there).

The Taylormade **Saxon Triumph** had dropped a valve at Road Atlanta, so technicians Alistair Wager and Martin Taylor had flown from England to rebuild the motor. They brought a new cylinder head with different valves and improved flow which was revised to accept 41mm downdraft Keihin CR carburetors instead of the semi-downdraft 39mm ones previously used. They also modified the exhaust system so that it would not scrape on the left side, gaining 4 horsepower in the bargain. The belly pan dragged, so it was removed and will be redesigned before the next race.

Zlock Racing had two Kawasaki ZX7 chassis, one for Andy Deatherage with a 750-based motor with a big-bore kit bringing it to 850cc, and one for Ray Yoder with a 900-based motor with a 950cc kit. The pistons and sleeves for the two kits were the same; the longer stroke of the 900cc motor gave the extra displacement. Deatherage works for Wiseco and arranged for the pistons. The sleeves were made elsewhere and the early versions cracked, causing the team's engine failures at the Willow Springs and Daytona rounds. They changed the metallurgy to fix the cracking problem and planned to market the kits if the motors held up at Brainerd. Yoder's bike began smoking in the first race. He was black-flagged in the second for blowing oil.



International GP Series by Idemitsu and HRC
Round 4: Brainerd International Raceway

IIZUKA IIGEN!

By John Flory

BRAINERD, MN, MAY 19

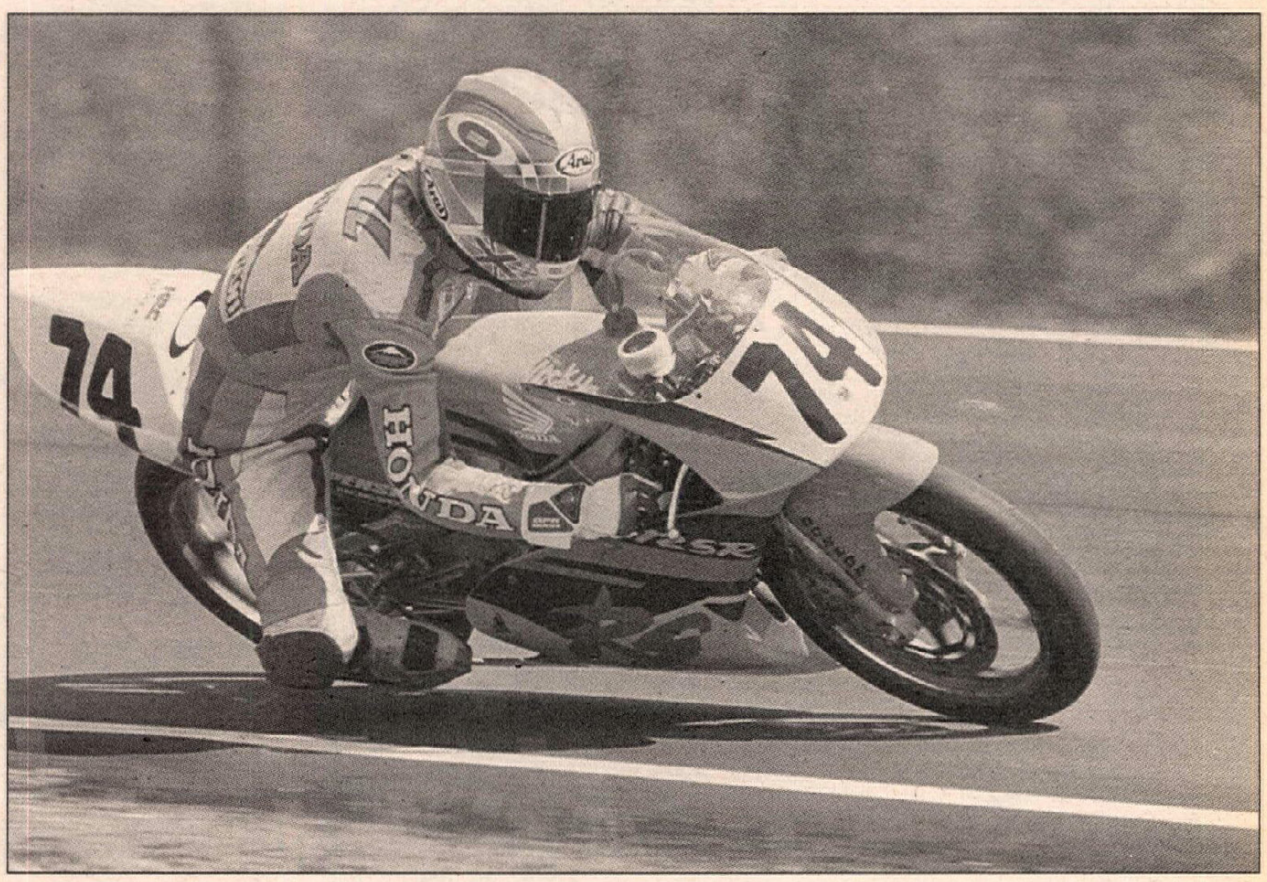
Masahiro Iizuka had an easy race as Vicky Jackson-Bell, the only rider likely to pressure him here, continued to have engine problems with her VJB Racing RS125. And it was fortunate for him that he did not face stronger opposition because he was extremely tired. He had raced the 250cc GP race at the AMA National at Homestead on Saturday and then flew to Minnesota to race here on Sunday.

Jackson-Bell has been struggling all season with a difficult-to-trace intermittent misfire. This problem reached the point at Brainerd that the bike would barely run unless the airbox was removed. On the theory that the problem seemed to disappear near the end of a session when the motor was hot, her team tried warming up the bike thoroughly before sending her out. Leaner jetting did not seem to help, so in desperation they tried going richer and the misfire cleared up at least temporarily. She would race without the airbox.

Despite all the confidence- and concentration-robbing confusion, Jackson-Bell pushed Iizuka for at least the first few laps. Iizuka got his American Honda RS125 off the line in the lead, only to have Jackson-Bell dive inside him coming out of turn six and pass him going into turn seven. But Iizuka quickly regained the lead and began to pull away, accumulating a 25-second lead by the end of the race. Jackson-Bell was likewise well clear of Tommy Hickman in third, who was several seconds ahead of Frank Pate in fourth. In the closing laps Aaron Stein dropped a fading Jeffrey Young, who had been in third for the first few laps, back to fifth.

Iizuka, Jackson-Bell, and Pate are the only riders who have run all the events so far, and the race consolidated their hold on first, second and third in the standings, respectively, but none of them can afford to falter in the five remaining rounds.

(Above) Honda-mounted Masahiro Iizuka continued his winning ways in the 125cc Grand Prix class with his third win of the season. (Right) Despite mechanical gremlins that have haunted her this season, Vicky Jackson-Bell finished a distant second and retains second in the championship behind leader Iizuka.



Brainerd International Raceway
Brainerd, Minnesota
Results: May 19, 1996 (Round 4 of 9)

INTERNATIONAL GP BY IDEMITSU AND HRC: 1. Masahiro Iizuka (Hon); 2. Vicky Jackson-Bell (Hon); 3. Tommy Hickman (Hon); 4. Frank Pate (Hon); 5. Aaron Stein (Hon); 6. Jeffrey Young (Hon); 7. Stephen Rezmer (Hon); 8. Jason Lanigan (Hon); 9. Todd Nordby (Hon).
Time: 13 min., 37.000 sec.
Distance: 7 laps, 21 miles
Average Speed: 92.534 mph.
Margin of Victory: 25.730 sec.
INTERNATIONAL GP BY IDEMITSU AND HRC CHAMPIONSHIP SERIES POINT STANDINGS (After 4 of 9 rounds): 1. Masahiro Iizuka (127/2 wins); 2. Vicky Jackson-Bell (108); 3. Frank Pate (95); 4. Stephen Rezmer (72); 5. Todd Nordby (62); 6. Jeffrey Young (59); 7. (TIE) Chris Ulrich/David Jordan (49); 9. Roland Sands (48); 10. Clayton Kwitowski (47); 11. Lance Yeager (44); 12. Nobi Iso (41); 13. Mark Brown (39); 14. (TIE) Marcello Del Giudice/Kevin Murray (35/1); 16. (TIE) Bobby Keith/Wesley Totsubo/Tommy Hickman (30); 19. (TIE) Todd Bowman/Frank Shockley (28).

Upcoming Rounds:
Round 5 - Elkhart Lake, Wisconsin, August 4
Round 6 - Portland, Oregon, August 11

Mobil 1 Triumph Speed Triple Challenge Series
Round 4: Brainerd International Raceway

ZAMPACH TRIPLES

By John Flory

BRAINERD, MN, MAY 19

HMC Hansen Racing's Scott Zampach put his substantial amount of spec-class racing experience to good use in taking his third victory of the season in the Triumph Speed Triple Challenge Series. Zampach faced only early challenges in a 12-lap race in which he would eventually run away to win by a roughly five-second margin. Second-placed David McGrath was one of the riders to contest Zampach's bid, leading for a short time, but falling victim to the charging Zampach's advance by the second lap. Behind McGrath, James Hanrahan and Shawn Conrad battled for the final spot on the podium after Michael Fitzpatrick fell off the battling pair's pace. Hanrahan was able to break free of Conrad after about nine laps, but by that time McGrath had stretched out a solid margin and held second place without threat from third-place finisher Hanrahan.

Zampach's win consolidated his lead in the points standings over McGrath in second. The big change was that McGrath's second-place points coupled with Michael Fitzpatrick's low 16th-place finish put McGrath into third in the points, replacing Fitzpatrick, who dropped to fourth.

McGrath made a determined effort in this race, catching the draft of Rick Kirk, Zampach and Hanrahan going into turn one. Kirk backed off the throttle as they went into the turn and McGrath, going around the outside, nearly collided with him. Hanrahan was right behind them: "I had to get off the gas and McGrath got a lead on me. The bikes are so evenly matched you just can't catch back up." McGrath led for a while but Zampach took the lead on the Hansen Racing Triumph on the second lap, with McGrath, Hanrahan, Conrad, Fitzpatrick, and Steve Johnson close behind. Zampach began to pull away on the third lap, and steadily increased his lead to five seconds at the end.

McGrath soon established himself in second, while Conrad, Hanrahan, and Fitzpatrick fought over third and William White, Kirk, John Scheehser, and Johnson disputed sixth. Fitzpatrick lost contact with Hanrahan and Conrad on lap nine, and Hanrahan grabbed third from Conrad. By then it was too late for Hanrahan to catch McGrath, although he tried. "The battle with Conrad broke my concentration on McGrath," said Hanrahan.

"We've been working to get a lot of the wheel chatter out of it," Zampach said, "and we made some progress on that this weekend. Plus the years of

Round 4: Brainerd International Raceway

(Left) HMC Hansen Racing's Scott Zampach (11) ran away from the pack to take his third victory of the season in the Triumph Speed Triple Challenge. Early leader David McGrath (66) finished second. (Below) The battle for third between James Hanrahan (10) and Shawn Conrad (43) lasted for the better part of the 12-lap race; Hanrahan prevailed.

experience riding Harleys where you got to keep your speed. I've trained myself to use the maximum track width to keep my speed up. If you can do that and not make mistakes you can gain a tenth or two here and there and it adds up. Those are neat bikes and they work well but they're big and heavy and tall and you got to set 'em up tall to get the ground clearance you need, so they're up there. The side winds made it tough to put it on the same line lap after lap where you want to be."

Brainerd International Raceway
Brainerd, Minnesota
Results: May 19, 1996 (Round 4 of 8)

MOBIL 1 TRIUMPH SPEED TRIPLE CHALLENGE: 1. Scott Zampach; 2. David McGrath; 3. James Hanrahan; 4. Shawn Conrad; 5. Rick Kirk; 6. William White; 7. John Scheehser; 8. Steve Johnson; 9. Ty Howard; 10. Thomas Murray; 11. Ray Hixon; 12. Michael Gage; 13. Blaine Paulus; 14. Devin Battley; 15. Benjamin Welch; 16. Michael Fitzpatrick.
Time: 20 min. 38.000 sec.
Distance: 11 laps, 33 miles.
Average Speed: 95.961 mph.
Margin of Victory: 4.840 sec.
MOBIL 1 TRIUMPH SPEED TRIPLE CHALLENGE CHAMPIONSHIP POINT STANDINGS (After 4 of 8 rounds): 1. Scott Zampach (128/3 wins); 2. James Hanrahan (117/1); 3. David McGrath (99); 4. Michael Fitzpatrick (96); 5. John Scheehser (94); 6. Rick Kirk (90); 7. William White (84); 8. Shawn Conrad (83); 9. Benjamin Welch (82); 10. Devin Battley (68); 11. Thomas Murray (65); 12. (TIE) Ty Howard/Tripp Nobles (64); 14. Michael Gage (48); 15. Ray Hixon (39); 16. Thomas Fournier (37); 17. Blaine Paulus (33); 18. (TIE) David Hull/Rick Shaw/Adam Lewis (32).

Upcoming Rounds:
Round 5 - Elkhart Lake, Wisconsin, August 4
Round 6 - Portland, Oregon, August 11

NASB Harley-Davidson Twin Sports Series
Round 3: Brainerd International Raceway

ZAMPACH AGAIN

By John Flory

BRAINERD, MN, MAY 19

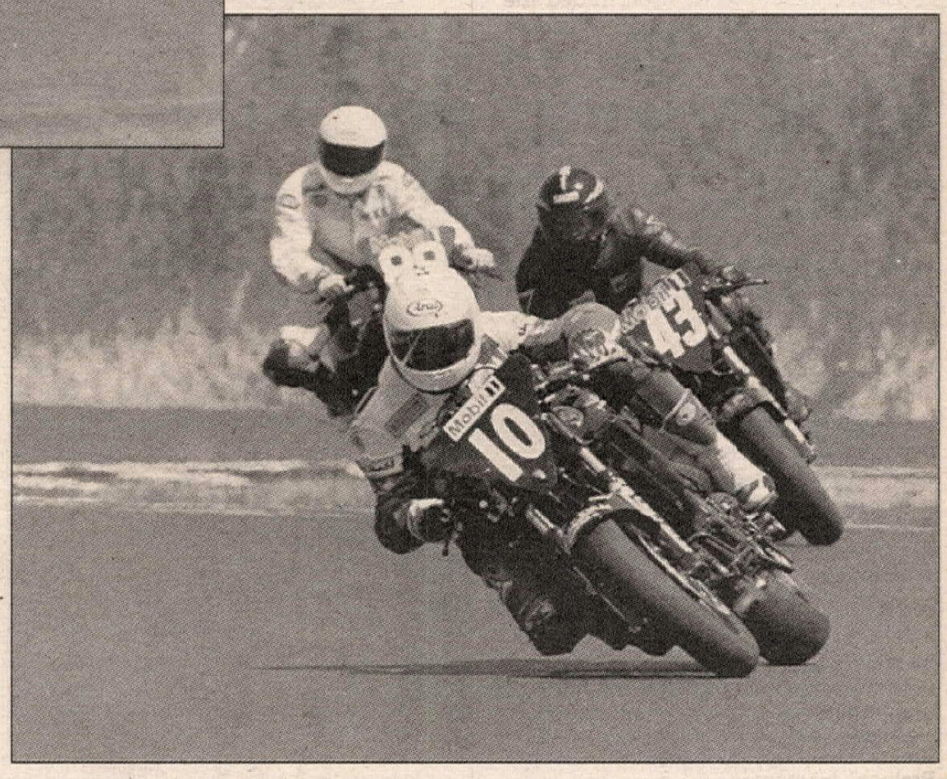
The conflict with the AMA Homestead National caused a smaller-than-usual field for the Harley-Davidson Twin Sports event and the race immediately became a Scott Zampach seminar on how to ride a Harley 883 quickly as he smoothly took control of the race on his Hansen Racing Harley and rapidly left the field behind. His secret: "You might as well put it in fifth gear and take the shift lever off - it's all roll. Now that the track's repaved it's almost too smooth, too wide, and too fast for these Harleys, if you ask me!"

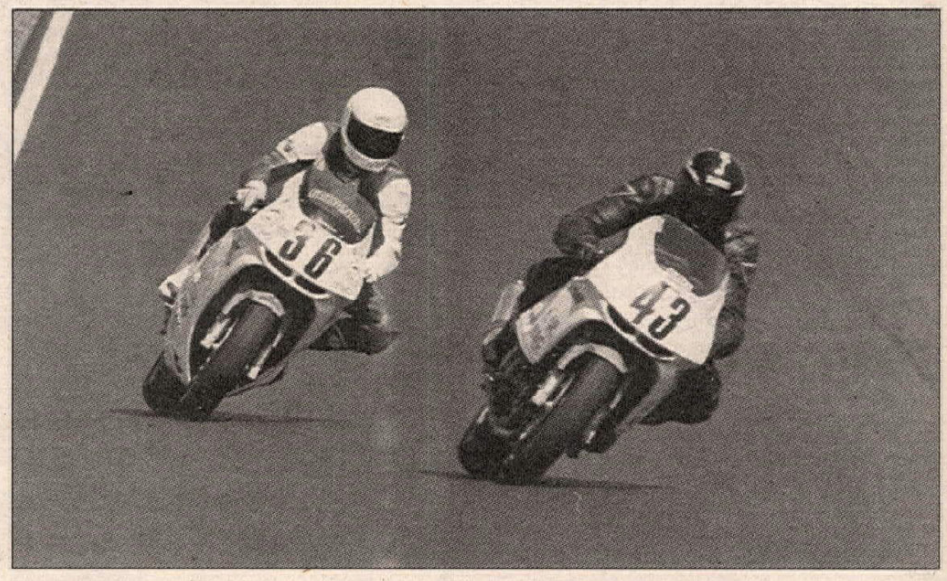
The field soon strung out behind him: Todd Evans, Brian Conley, Brian Bodine, each riding alone, and then Michael Friberg leading the rest of the pack. Friberg lost ground over the last few laps. First Roger Hendricks and then Tim Johnson and Devin Battley got by him. Hendricks tried hard to chase down Bodine but ran out of time.

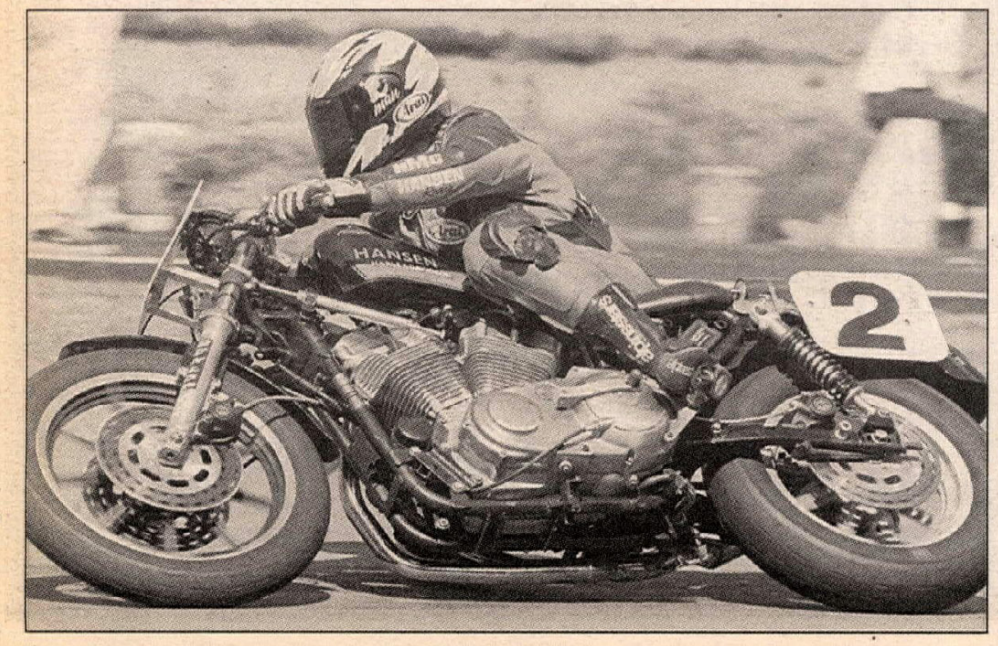
Brainerd International Raceway
Brainerd, Minnesota
Results: May 19, 1996 (Round 3 of 7)

HARLEY-DAVIDSON TWINSPORTS: 1. Scott Zampach; 2. Todd Evans; 3. Brian Bodine; 4. Roger Hendricks; 5. Tim Johnson; 6. Devin Battley; 7. Michael Friberg; 8. Brian Conley.
Time: 14 min., 17.000 sec.
Distance: 7 laps, 21 miles.
Average Speed: 88.215 mph.
Margin of Victory: 21.320 sec.
HARLEY-DAVIDSON TWINSPORTS CHAMPIONSHIP POINT STANDINGS (After 3 of 7 rounds): 1. Scott Zampach (87/1 win); 2. Matt Wait (70/2 wins); 3. Todd Evans (68); 4. Brian Bodine (58); 5. Brian Gibbs (57); 6. Ben Bostrom (56); 7. Michael Friberg (53); 8. Ron McGill (50); 9. Brian Conley (49); 10. (TIE) Tripp Nobles/Hikaru Miyagi/Roger Hendricks/Randy Texter (45); 14. Devin Battley (42); 15. Dave Estok (32); 16. Daigaro Suzuki (29); 17. (TIE) Eric Bostrom/Robbie Hermans (28); 19. Tim Johnson (26); 20. (TIE) Chuck Blackmon/Jim Whitaker (25).

Upcoming Rounds:
Round 4 - Elkhart Lake, Wisconsin, August 4
Round 5 - Portland, Oregon, August 11







(Left) Scott Zampach topped a sparse field in Harley-Davidson TwinSports racing. (Above) Local racers Shawn Conrad (43) and Brad Zajic (36) worked their way through the pack to land first and second, respectively, in the EBC Brakes Sportbike class.

EBC Brakes Sportbike
Round 3: Brainerd International Raceway

LOCALS ONLY

By John Flory

BRAINERD, MN, MAY 19

A pair of local riders beat the series regulars handily in a race that was easily as hotly contested as either of the two F-USA races. JS Racing's Jim Lester got the holeshot but was

instantly swallowed up by a pack consisting of Reuben Frankenfield, Steve Johnson, Rick Kirk and John Scheehser. Frankenfield had learned the track by following local racers as he took two second-place finishes in CCS Middleweight races Saturday (and pocketing $600 in Kawasaki money in the bargain), so he set a hot 1:48.5 pace for the first two laps. He could not break away. Meanwhile, local racers Bradley Zajic of Minnesota and Shawn Conrad of Wisconsin, who had been gridded near the back of the field because they had no series points, quickly carved their way through the field and joined the lead group by the third lap. "I knew I had to make my move right away and I did it," said Zajic, who noted that it was his first National event. "I knew Brad would pick his way through," added Conrad, "so I just followed him. I kept picking them off one by one, keeping an eye on how much time was left in the race."

Frankenfield and Johnson traded the lead several times as Kirk lurked in third. Zajic quickly sliced through the lead pack and went into the lead on lap six, splintering the front group. Conrad followed, taking second on lap eight, getting Zajic on lap 10 and pulling away for a clear win. Behind Zajic a battle for third erupted between Frankenfield, Kirk, Johnson and Scheehser. With three laps to go, Scheehser lost the front end in turn one, possibly due to the strong crosswind, and crashed heavily in the fastest part of the track. On the same lap, Kirk moved past Johnson for fourth. On the final lap, Frankenfield missed the white flag due the ambulance flag being waved at start/finish at the same time, and Kirk laid a masterful last-lap, last-turn pass on him to take third. "I got snookered in turn 10," said Frankenfield.

Conrad and Zajic's one-two punch certainly stirred up the race, but did not affect the points standings. Kirk increased his points lead over Frankenfield from one point to five, so the race is still wide open.

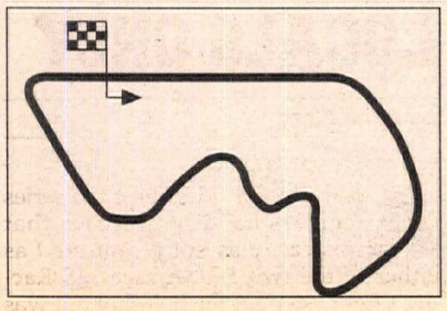
Brainerd International Raceway
Brainerd, Minnesota
Results: May 19, 1996 (Round 3 of 8)

EBC BRAKES SPORTBIKE: 1. Shawn Conrad (Kaw); 2. Bradley Zajic (Kaw); 3. Rick Kirk (Kaw); 4. Steve Johnson (Hon); 5. Reuben Frankenfield (Kaw); 6. Matthew Winnacker (Duc); 7. Clint McBain (Hon); 8. Jim Lester (Hon); 9. Charles Chouinard (Kaw); 10. Jason Hanson (Hon); 11. Dan Fischer (Hon); 12. John Staska (Hon); 13. Steve Ortiz (Hon); 14. Micah Stevenson (Kaw); 15. Ken Uekert (Hon); 16. Scott Fryer (Hon); 17. Jeffrey Purk (Hon); 18. Edward Berndt (Suz); 19. Chris Bliss (Hon); 20. Robert Delie (Hon); 21. Brent Bixby (Kaw); 22. Kurt Marmor (Hon); 23. Brent Campbell (Hon); 24. John Scheehser (Hon); 25. Chuck Graves (H-D).

Time: 19 min., 58.000 sec.
Distance: 11 laps, 33 miles.
Average Speed: 99.165 mph.
Margin of victory: 0.880 sec.

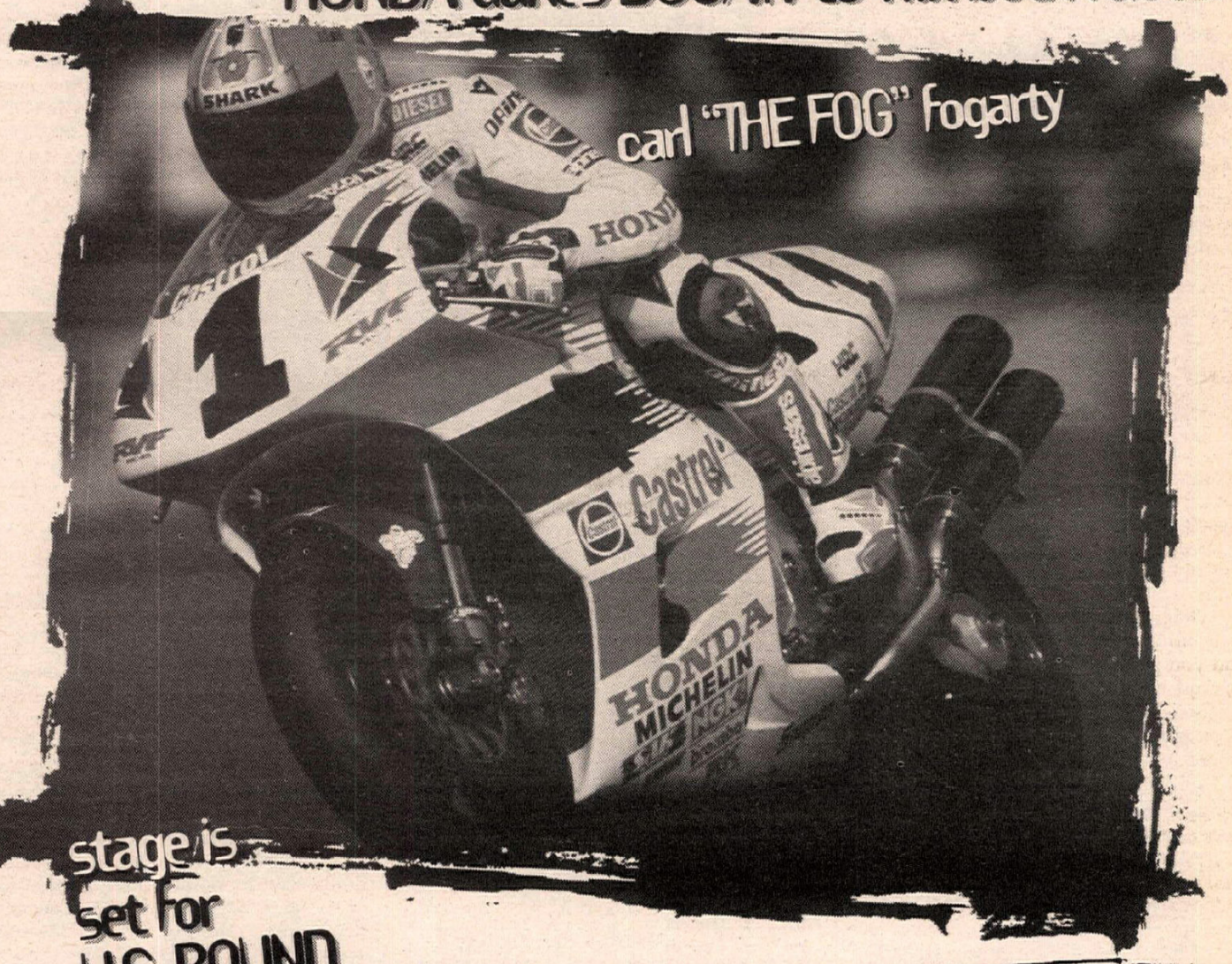
EBC BRAKES SPORTBIKE CHAMPIONSHIP POINT STANDINGS (After 3 of 8 rounds): 1. Rick Kirk (86); 2. Reuben Frankenfield (81/1 win); 3. Jim Lester (58); 4. Steve Johnson (54); 5. Charles Chouinard (53); 6. John Scheehser (42); 7. Dan Fischer (37); 8. (TIE) Shawn Conrad/Yves Briguet (35/1 win); 10. (TIE) Chris Bliss/Brian Livengood (33); 12. (TIE) Bradley Zajic/Matt Wait/Parrish Register (32); 15. (TIE) Christian Zwedorn/David Sadowski (30); 17. (TIE) Mark Monyette/Doug Toland/Quenni King (28); 20. (TIE) Kevin Rentzell/Eric Wood/Matthew Winnacker (25).

Upcoming Rounds:
Round 4 - Elkhart Lake, Wisconsin, August 4
Round 5 - Portland, Oregon, August 11



"THE FOG" LIFTS for HONDA at HOCKENHEIM

HONDA dukes DUCATI to win both races.



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Round 15: Mile High Stadium

McGrath breezes

By Kit Palmer
Photos by Kinney Jones

DENVER, CO, MAY 18

"I was a totally different rider tonight," said Team 1-800-Collect/Honda/Fox Racing's Jeremy McGrath after cruising to victory at the inaugural Denver Supercross. "The pressure built up over the past few races - with the streak and all. You just don't really notice *how much* pressure builds up till you get whipped, then the air goes out of you like a balloon. Tonight, I was totally relaxed the whole time; I pushed the first 10 laps, cruised the last 10. Easy."

Yes, that it was.

In front of 30,128 spectators in Denver's Mile High Stadium, McGrath grabbed the holeshot in the 20-lap main event, opened up a four-second lead by the second lap, and that was all she wrote. By the time the thrashing was over, McGrath, on his Skip Norfolk-tuned Honda CR250, had increased that distance to about 10 seconds over his nearest competitor, Team Suzuki's Ezra Lusk.

The win was nothing but icing on the cake to what was a near-perfect season for McGrath, as he had already wrapped up the AMA Supercross Series Championship four rounds earlier at the Pontiac Supercross, April 13, and any hopes McGrath had of winning every race of the 15-round series was put to rest at the previous round in St. Louis, where Kawasaki's Jeff Emig beat the seemingly unbeatable. But winning all but one race isn't *too* bad.

"There are a lot of guys out there who'd die for second place - that was the low point of our season," joked Norfolk.

"I am the luckiest guy in the world," said McGrath, who owns four supercross championships. "I had an extremely lucky year and luck is a part of it, too. But everyone (at Honda) gave it 100 percent. I've got the best team, the best mechanic, the best bike. All I had to do was do my thing at home (train and practice) and race. Overall it's a good package."

Even the race for second place was somewhat uneventful, as Lusk, on his Ed Longacre-tuned Suzuki, held down the number-two position the entire race, pretty much all alone, but Emig, who will always be known as the man who ended *the streak*, came from nowhere to challenge Lusk on the very last lap. "The race kind of crept up on me," said Emig. "I didn't realize we were that close to the end."

Lusk's second-place finish at Denver matched his season-best finish at Indianapolis, but it wasn't good enough to catch Emig in the final series point standings. McGrath finished off the season with a grand total of 372 points, more than 130 points ahead of series runner-up Emig with 240. Lusk did, however, move up to third in the series, relegating an injured Ryan Hughes to fourth. Hughes did not ride in Denver. Lusk finished out the series with 215 points, and both Hughes and Great Western/CTi2/Xtreme Phil Lawrence ended up with 202 points apiece. But Hughes will carry the number-four plate next year after having more tie-breaking second-place finishes than Lawrence over the course of the season. Hughes did it twice, Lawrence once. Lawrence edged out Honda of Troy/Sinisalo's Larry Ward for fourth at Denver. It was his second-best placing of the year.

Team Noleen's Kyle Lewis enjoyed what was by far his best ride of the year, finishing sixth after a 16th-place start. Seventh went to Team Suzuki's Greg Albertyn, while eighth place went to Suzuki of Winston-Salem/Performance Engineering's Nathan Ramsey, who was competing in his first supercross race in the 250cc class. Rounding out the top 10 overall were GW/CTi2/Xtreme's Buddy Antunez and F&S Suzuki's Cliff Palmer - season-high finishes for both riders.

Pretty much the only question to be answered at Denver was, would Team Yamaha's Kevin Windham wrap up the 125cc Western Regional Supercross Championship or would Quicksilver/Team Suzuki-backed James Dobb - the only rider who had an outside chance of defeating Windham for the number-one plate - spoil Yamaha's "sure thing"? Windham needed to finish 14th or better in the 15-lap, 125cc West Coast main to wrap up his first-ever title. Just to be on the safe side, the factory Yamaha pilot from Baton Rouge, Louisiana, went out and won, leaving no doubt in anyone's mind that he is the undisputed 125cc West Coast champ.

Windham spent the first few laps chasing down Team SplitFire/Pro Circuit/Kawasaki's Casey Johnson before taking over the lead and pulling away for his sixth win of the season. Windham was one injury-related no-show at San Diego and a third-place finish at Dallas from a perfect record.

"It's been a long, up-and-down year," said an obviously thrilled Windham. "I'm glad to get that first championship under my belt. This is really unbelievable. This is something you dream about and live for; it's the greatest feeling in the world."

Australian Kim Ashkenazi, of the Primul Impulse/Bill's Pipes/Honda team, returned to the podium for the first time since San Diego, where he finished second, to finish second again in Denver. The six-time Australian National Champion battled his way past such notables as teammate Pedro Gonzalez and Johnson to finish second in the race and third in the series. Despite a last-lap get-together with a lapped rider and Gonzalez, Johnson hung on to finish third.

Despite winning his heat race, Dobb had a miserable night. He locked handlebars with another rider coming out of the gate, was involved in a second-turn pileup, then was later sidelined with a broken footpeg. Nevertheless, Dobb finished out the series in second place, not bad for someone who didn't have a ride at the beginning of the season. Team Suzuki gave Dobb race-by-race support when Craig Decker's bike was left available following his injury.

250cc

Emig left little doubt as to who was going to win the first 250cc heat race, as the factory Kawasaki rider blasted down the very short start chute and into the lead. The only rider who gave real chase was Great Western/CTi2/Xtreme rider Phil Lawrence, on his Kawasaki, who kept Emig honest throughout the six-lap race. The two riders crossed the finish line only a few seconds apart, with Emig taking the win.

Most of the close racing took place just behind Lawrence with the likes of Honda of Troy/Sinisalo's teammates Brian Swink and Mike Craig, Albertyn, Ramsey, and GWB/CTi2/Xtreme's Buddy Antunez. Swink fought his way to a third-place finish, while Craig was passed by Antunez, Ramsey and Albertyn in one corner. Albertyn veered off the track and, ultimately, went to the semis.

When it was all over, Antunez won the battle for the last transfer position in fourth, ahead of Ramsey, Craig and Suzuki rider Jeff Hedden.

McGrath surprised no one by easily winning the second 250cc heat race, while Yamaha's Doug Henry held down second the whole race. Suzuki's Ezra Lusk, however, kept Henry in sight the whole way while making some half-hearted attempts to pass. As it turned out, Lusk was waiting until the last lap to make his move. Through the last section of whoops, just before the checkered flag, Lusk outrode Henry in the rockers and nipped the Yamaha rider at the finish. Lusk's teammate Mike LaRocco finished fourth. A close fifth went to Honda of Troy/Sinisalo's Larry Ward.

Craig scored a start-to-finish win in the first semi, while Suzuki-mounted Ramsey broke free from Canadian Jean-Sebastien Roy to finish second. Finishing behind Roy in third was F&S/PJ1/Suzuki rider Todd DeHoop. Taking the last transfer position was Kawasaki rider Jeromy Buehl. Failing to make the cut for the second time was Albertyn who crashed, then later on nearly ran off the track twice more.

The second semi featured a close race involving GWB/CTi2/Xtreme's Denny Stephenson, PJ1/Burnsville Yamaha/Xtreme/Atomic 22's Jimmy Button, Lewis and Ward. The battle boiled down to a two-way dice for the lead between Button and Lewis, with Button taking the exciting win. Third went to Ward, followed by Stephenson and Palmer.

The final two transfer positions were up in the air in the LCQ, which was easily won by Albertyn, while Hedden grabbed second.

McGrath and Emig lined up right next to each other on the starting gate for the main event, and when the gate dropped, the two longtime rivals bumped into each other down the short start chute.

"He (Emig) got all squirrelly off the line and we connected," said McGrath. "I guess I came out of it pretty good."

"Me, Jeremy and Lusk all came together there; I got the short end of the stick," said Emig.

McGrath quickly jumped out to a two-second lead, followed by Lusk, Swink and Emig. Trailing the pack after crashing was Button.

McGrath was all but gone after a couple of laps, building up a solid lead that no one could challenge. "I basically pretended that this was the first race of the season and just relaxed," said McGrath.

Lusk and Swink engaged in a semi-close battle for second while gradually pulling away from Emig, who was

doing the same to Ward and Lawrence. Henry was running among the leaders for a while before crashing.

Swink kept Lusk within reach for over half the race until crashing big time. "Over the big double that only McGrath and I were doubling, I came up a little short and grabbed a handful (of throttle)," explained Swink. The crash took nearly a full straightaway to complete; he was uninjured in the spectacular get-off but his bike's handlebars were bent beyond being ridable. Swink retired to the pits.

Emig inherited third, including a lot of real estate between him and second-place Lusk. Lawrence, meanwhile, had passed Ward for fourth, while Lewis - after his 16th-place start - had taken over sixth from Albertyn, who had just passed LaRocco and Antunez. At this point, Albertyn's bike looked to have developed some kind of radiator problem, as steam, or what was thought to be steam, was pouring out of his bike.

"The drain plug at the bottom of the fork came loose," said Albertyn. "Every time the fork would compress, it would squirt oil on the exhaust pipe. I really didn't notice it. I didn't know anything was wrong, but I did lose my front brake for a while when the oil got on the disc."

By the 15th lap, the pack had become fairly spread out with McGrath way out in front, Lusk alone in second, as was Emig in third, though Lawrence, who was holding down fourth, had Ward to worry about. Lewis was now completely settled into sixth, followed by Albertyn, Antunez, Ramsey and Palmer. A bit back chased Craig, who had just passed LaRocco for 11th. LaRocco started out in sixth but suffered another one of his off nights and simply worked his way backward instead of forward. He would eventually finish a discouraging 11th, saying afterward, "I'd rather not talk about it."

Emig closed the gap on Lusk quickly on the last few laps and actually nearly passed the Suzuki rider through a rocker section just before taking the checkered flag. "I wasn't putting good laps together," said Emig. "I started feeling stronger towards the end and the race crept up on me. Where they had the mechanics standing, it was pretty hard to read your pit board. I really didn't know where I was."

Lusk was happy with second. "I rode smart and felt really good," said Lusk. "McGrath was maybe a half-second a lap faster than me. I'm getting my confidence back and I'm getting stronger and stronger."

Lawrence was also happy with fourth, while Ward had to be content with fifth. He was followed by Lewis, Albertyn, Ramsey, Antunez and Palmer. Eleventh went to LaRocco, who was nearly lapped by McGrath. Next came Henry, Stephenson, Buehl and Hedden. Craig ended up 16th after having to stop and pull a banner out of his rear wheel. Roy finished 17th, Swink 18th, Button 19th and DeHoop 20th, though none of the last four riders finished the race.

125cc

Dobb and Windham both won their respective 125cc heat races, setting the stage for what many thought would be a Dobb/Windham shoot-out to the finish. But this would not be the case, as both Casey Johnson and Windham gated cleanly with Dobb getting left behind in the dust.

"I bogged the bike off the line, then I got my armed locked up with someone," said Dobb. "Then I got taken out in the second corner."

This chain of events effectively ended any hopes Dobb had of winning the 125cc West Coast Championship, and what hope he did have left was completely erased when he pulled off the track about the 10th lap.

(Opposite page) This was the closest anyone got to Jeremy McGrath (1) in the 250cc main at Denver. McGrath roosted away from the pack, winning the final round of the year. Right behind him are Ezra Lusk (34) and Jeff Emig (2). (Right) Kevin Windham wrapped up the 125cc West Coast Series Championship with a solid win at Denver. (Below) For the first time, Mile High Stadium in Denver, Colorado, hosted a round of the AMA Supercross Series. Just over 30,000 spectators turned out. (Bottom sequence) Brian Swink barely saved this endo/loop-out only to run out of track. He was running third before this crash.

"I cased it over a jump and broke the (right) footpeg off," said Dobb.

Knowing that he had the championship all but clinched, Windham wanted to end the series on a winning note and set his sights on Johnson. On the sixth lap, Windham made his move and passed the Kawasaki rider for the lead. From that point on, the race and the championship was all Windham's, as he opened up a comfortable lead, letting Johnson, Ashkenazi and Gonzalez fight over second.

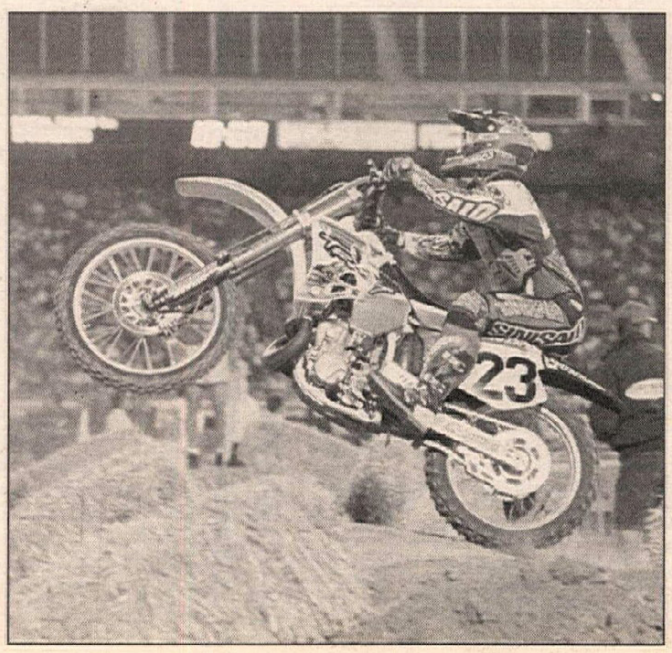
Perhaps the surprise rider of the night was Gonzalez, who ran a strong third for most of the race before getting passed by Ashkenazi. Both Ashkenazi and Gonzalez inherited second and third when Johnson washed out while trying to make a move on Windham. Johnson recovered in fourth and came back and passed Gonzalez with two laps left in the race.

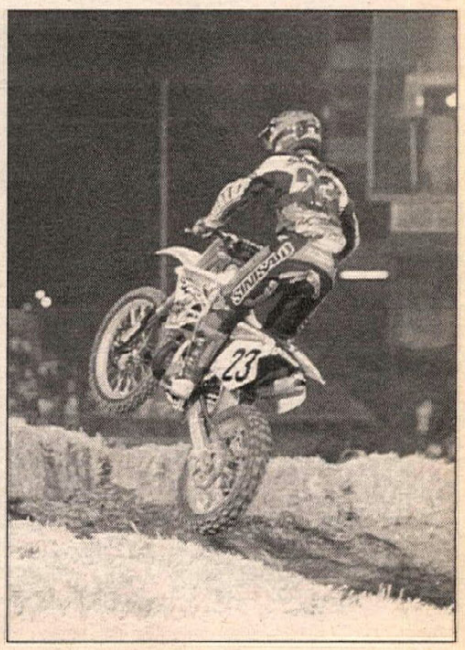
Gonzalez, wanting to finish out the season on the podium, made a last-lap, all-or-nothing pass attempt on Johnson through a rocker section, and just when it looked as though he might make the pass, a lapped rider got in Johnson's way, and he veered off to the right, directly into Gonzalez' path. Gonzalez rammed Johnson from behind and crashed. Chaparral Racing's Michael Brandes was right there to take advantaged of Gonzalez' misfortune to take fourth at the finish, making the top five Windham, Ashkenazi, Johnson, Brandes and Gonzalez.

"Casey rode a great race," said Windham. "I definitely had to work for it."

"My hat's off to Kevin," said Johnson. "I sure wanted to go out (end the season) with a bang, but just couldn't do it tonight."

Ashkenazi was all smiles. "I couldn't be happier," he said. "I got second tonight, moved up to third in the standings; I'm stoked." CN





Round 15: Mile High Stadium

(Top) Suzuki's Ezra Lusk finished second in the 250cc main. (Left, left to right) Windham, Casey Johnson and Australian Kim Ashkenazi went 1-3-2 in the 125cc main.

Mile High Stadium
Denver, Colorado
Results: May 18 (Round 15 of 15)

125 HEAT 1 (6 laps, 9 riders transfer): 1. James Dobb (Suz); 2. Casey Johnson (Kaw); 3. Pedro Gonzalez (Hon); 4. Casey Lytle (Hon); 5. Cameron Taylor (Suz); 6. Dustin Nelson (Kaw); 7. Jason Frenette (Kaw); 8. Chad Pederson (Kaw); 9. Ryan Huffman (Hon); 10. Yoshitaka Atsuta (Hon); 11. Andy Bowyer (Kaw); 12. Chad Wollaston (Yam); 13. Corey Hart (Yam); 14. David Evilsizer (Suz); 15. Lane Swink (Kaw); 16. Jason Carns (Kaw); 17. Lex Malan (Suz); 18. Jason McCormick (Kaw); 19. Jon Hedden (Suz).
Time: 5 minutes, 20.38 sec.

125 HEAT 2 (6 laps, 9 riders transfer): 1. Kevin Windham (Yam); 2. Rusty Holland (Kaw); 3. Kim Ashkenazi (Hon); 4. Jeff Willoh (Hon); 5. Mike Metzger (Suz); 6. Ryan Clark (Suz); 7. Blair Morgan (Kaw); 8. Anthony Whipple (Hon); 9. Tyler King (Hon);10. David Owens (Kaw); 11. Denton Shaffer (Hon); 12. Terrance Malan (Suz); 13. Ryan Geister (Suz); 14. Rod Tapia (Suz); 15. Michael Brandes (Suz); 16. Andy Atkens (Kaw); 17. Ryan Terlecki (Hon); 18. Kirk Hunter (Hon).
Time: 5 min., 3.82 sec.

125 LCQ (4 laps, 4 riders transfer): 1. Michael Brandes (Kaw); 2. Trey Owens (Kaw); 3. Terrance Malan (Suz); 4. Andy Atkins (Kaw); 5. Lex Malan (Suz); 6. Chad Wollaston (Yam); 7. David Evilsizer (Suz); 8. Ryan Terlecki (Hon); 9. Yoshitaka Atsuta (Hon); 10. Carey Hart (Yam); 11. Jason Carns (Kaw); 12. Lane Swink (Kaw); 13. Denton Shaffer (Hon); 14. Ryan Geister (Suz); 15. Andy Bowyer (Kaw); 16. Kirk Hunter (Hon); 17. Rod Tapia (Suz); 18. Jason McCormick (Kaw); 19. Jon Hedden (Suz).
Time: 3 min., 28.38 sec.

125 MAIN (22 riders, 15 laps): 1. Kevin Windham (Yam); 2. Kim Ashkenazi (Hon); 3. Casey Johnson (Kaw); 4. Michael Brandes (Suz); 5. Pedro Gonzalez (Hon); 6. Mike Metzger (Suz); 7. Casey Lytle (Hon); 8. Andy Atkins (Kaw); 9. Jeff Willoh (Hon); 10. Tyler King (Hon); 11. Chad Pederson (Kaw); 12. Ryan Clark (Suz); 13. Ryan Huffman (Hon); 14. Cameron Taylor (Suz); 15. Jason Frenette (Kaw); 16. Terrance Malan (Suz); 17. Trey Owens (Kaw); 18. Blair Morgan (Kaw); 19. Anthony Whipple (Hon); 20. Dustin Nelson (Kaw); 21. James Dobb (Suz); 22. Rusty Holland (Kaw).
Time: 12 min., 29.31 sec.

125 WESTERN REGIONAL SUPERCROSS SERIES FINAL POINT STANDINGS (After 8 of 8 rounds): 1. Kevin Windham (170/6 wins); 2. James Dobb (127); 3. Kim Ashkenazi (99); 4. Greg Schnell (97); 5. Michael Brandes (89); 6. Casey Johnson (85); 7. Pedro Gonzalez (73); 8. Jeff Willoh (58/1 win); 9. David Pingree (53); 10. David Vuillemin (45); 11. Rusty Holland (41); 12. Mike Metzger (30); 13. Ryan Clark (27); 14. Cameron Taylor (26); 15. Travis Preston (25); 16. (TIE) Ryan Huffman/Shane Trittler (22); 18. Casey Lytle (18); 19. Travis Hodges (17); 20. Donald Upton (14).

250 HEAT 1 (8 laps, 4 riders transfer): 1. Jeff Emig (Kaw); 2. Phil Lawrence (Kaw); 3. Brian Swink (Hon); 4. Buddy Antunez (Kaw); 5. Nathan Ramsey (Suz); 6. Mike Craig (Hon); 7. Jeff Hedden (Suz); 8. Greg Albertyn (Suz); 9. Jean-Sebastien Roy (Hon); 10. Todd DeHoop (Suz); 11. Jason McCormick (Kaw); 12. Jeromy Buehl (Kaw); 13. Robby Clauss (Suz); 14. Jon Hedden (Hon); 15. Davey Castillo (Kaw); 16. Jim Marostica (Yam); 17. Jason Carns (Kaw); 18. Andy Bowyer (Kaw); 19. Carey Hart (Yam).
Time: 6 min., 26.16 sec.

250 HEAT 2 (8 laps, 4 riders transfer): 1. Jeremy McGrath (Hon); 2. Ezra Lusk (Suz); 3. Doug Henry (Yam); 4. Mike LaRocco (Suz); 5. Larry Ward (Hon); 6. Jimmy Button (Yam); 7. Denny Stephenson (Kaw); 8. Cliff Palmer (Suz); 9. Kyle Lewis (Yam); 10. Kip Sandell (Yam); 11. Takateru Atsuta (Hon); 12. Jason Frenette (Kaw); 13. Andy Atkins (Kaw); 14. Robby Clauss (Suz); 15. Tomohiro Shibayama (Suz); 16. Adam Land (Hon); 17. Anthony Whipple (Hon); 18. Derek Shaffer (Hon); 19. Rod Tapia (Kaw); 20. Trey Owens (Suz).
Time: 6 min., 19.99 sec.

250 SEMI 1 (6 laps, 5 riders transfer): 1. Mike Craig (Hon); 2. Nathan Ramsey (Suz); 3. Jean-Sebastien Roy (Hon); 4. Todd DeHoop (Suz); 5. Jeromy Buehl (Kaw); 6. Robby Clauss (Suz); 7. Greg Albertyn (Suz); 8. Jason McCormick (Kaw); 9. Carey Hart (Yam); 10. Jon Hedden (Hon); 11. Jason Carns (Kaw); 12. Andy Bowyer (Kaw); 13. Dave Castillo (Kaw); 14. Jim Marostica (Yam); 15. Jeff Hedden (Suz).
Time: 4 min., 54.57 sec.

250 SEMI 2 (6 laps, 5 riders transfer): 1. Jimmy Button (Yam); 2. Kyle Lewis (Yam); 3. Larry Ward (Hon); 4. Denny Stephenson (Kaw); 5. Cliff Palmer (Suz); 6. Kip Sandell (Yam); 7. Jason Frenette (Kaw); 8. Takateru Atsuta (Hon); 9. Anthony Whipple (Hon); 10. Robby Clauss (Suz); 11. Adam Land (Hon); 12. Tomohiro Shibayama (Suz); 13. Derek Shaffer (Hon); 14. Rod Tapia (Kaw); 15. Trey Owens (Suz); 16. Andy Atkins (Kaw).
Time: 4 min., 50.89 sec.

250 LCQ (4 laps, 2 riders transfer): 1. Greg Albertyn (Suz); 2. Jeff Hedden (Suz); 3. Takateru Atsuta (Hon); 4. Davey Castillo (Kaw); 5. Carey Hart (Yam); 6. Jason Frenette (Kaw); 7. Andy Bowyer (Kaw); 8. Anthony Whipple (Hon); 9. Jason McCormick (Kaw); 10. Jon Hedden (Hon); 11. Adam Land (Hon); 12. Jason Carns (Kaw); 13. Derek Shaffer (Hon); 14. Jim Marostica (Yam); 15. Robby Clauss (Suz); 16. Rod Tapia (Kaw); 17. Trey Owens (Suz); 18. Kip Sandell (Yam); 19. Tomohiro Shibayama (Suz); 20. Andy Atkins (Kaw).
Time: 4 min., 59.65 sec.

250 MAIN (20 laps): 1. Jeremy McGrath (Hon); 2. Ezra Lusk (Suz); 3. Jeff Emig (Kaw); 4. Phil Lawrence (Kaw); 5. Larry Ward (Hon); 6. Kyle Lewis (Yam); 7. Greg Albertyn (Suz); 8. Nathan Ramsey (Suz); 9. Buddy Antunez (Kaw); 10. Cliff Palmer (Suz) 11. Mike LaRocco (Suz); 12. Doug Henry (Yam); 13. Denny Stephenson (Kaw); 14. Jeromy Buehl (Kaw); 15. Jeff Hedden (Suz); 16. Mike Craig (Hon); 17. Jean-Sebastien Roy (Hon); 18. Brian Swink (Hon); 19. Jimmy Button (Yam); 20. Todd DeHoop (Suz).
Time: 12 min., 29.31 sec.

250 AMA SUPERCROSS SERIES FINAL POINT STANDINGS (After 15 of 15 rounds): 1. Jeremy McGrath (372/14 wins); 2. Jeff Emig (240/1); 3. Ezra Lusk (215); 4. Ryan Hughes (202); 5. Phil Lawrence (202); 6. Mike LaRocco (200); 7. Damon Bradshaw (187); 8. Larry Ward (178); 9. Damon Huffman (172); 10. Brian Swink (156); 11. Mike Craig (127); 12. Jimmy Button (111); 13. Steve Lamson (107); 14. Greg Albertyn (104); 15. Mike Brown (100); 16. Kyle Lewis (96); 17. Buddy Antunez (81); 18. Doug Henry (70); 19. Kevin Windham (70); 20. Denny Stephenson (50).

Briefly...

Team Yamaha's **Damon Bradshaw** was forced to sit out the main event at Denver after injuring his foot earlier in the day during practice. Bradshaw smashed his foot into the face of a jump, possibly breaking a couple of his toes. Bradshaw iced his foot right up to the start of the evening's program, tried to squeeze his foot it the boot, but the pain was just too much. It is not known yet if he'll be able to compete at next week's Mount Morris National.

Long after Mile High Stadium had emptied following Jeremy McGrath's win, the supercross promoters, SRO/PACE, hosted a post-race barbecue in the pits that was followed by a decidedly relaxed and less-than-formal ceremony, hosted by announcer Larry Naston, where the top 20 series finisher were **awarded** their cash earnings from the **$100,000 points fund**. Of course McGrath took home the lion's share of the purse for his efforts, taking home $15,000. Jeff Emig, who finished second in the series, pocketed $12,000, and Ezra Lusk, third in the series, walked off with $10,000.

By winning the Denver Supercross, **Jeremy McGrath** surpassed Jeff Ward for fourth place on the combined National MX and Supercross all-time win list. McGrath's Denver win was his 43rd career SX victory, and combined with 12 outdoor National victories (10 250cc wins and two 125cc wins), McGrath now has 55 wins to his credit. Bob Hannah holds the record with 63 total victories.

Speaking of records, Jeremy McGrath had the words **"All Time"** sewn onto the back of his riding pants. All Time referred to the many all-time records McGrath holds, such as the longest SX win streak, all-time SX wins, four-straight SX titles, and so on...

Phil Lawrence, of the Great Western/CTi2/Xtreme team, had a night he won't soon forget. Not only did he finish a very respectable fifth in the main event, but Lawrence was also awarded the **C.E. Altman Good Neighbor Award** for being the top privateer in the SX Series. With the award came a $5000 check in Lawrence's name. Combining that with the $7000 he took home from the series point fund, Lawrence left Denver at least $12,000 richer. "That's why I'm here - to do the best I can," said Lawrence, over the stadium's PA system. "I don't want to be a privateer anymore. Please give me a factory ride." Larry Ward won the C.E. Altman Award the last two years.

As could be expected, the final race of the year meant many awards to be given out. Another award recipient was former Supercross and 125cc National MX Champion **Mark Barnett**. Barnett, who joined Rich Winkler and the Dirt Wurx Inc. (the SX track builders) team earlier this year, was given the **Extra Effort Award** from the SX promoters. Barnett accepted the award, giving most of the credit to the entire Dirt Wurx crew.

Doing things a little differently: After taking the checkered flag following his title-clinching victory in the 125cc main, **Kevin Windham** pulled into the pits to greet his tuner **Alley Semar**. Traditionally, in this situation, the rider then picks up his mechanic and rides him around the track for a celebration lap, but this time, Semar rode Windham around the Denver track.

Privateer **Tim Pustelak** is still recuperating following his crash at the St. Louis Supercross three weeks ago. Pustelak broke vertebrae in his neck, which is healing well, but he has developed an infection in his throat that has slowed his recovery significantly. Pustelak has reportedly lost 30 pounds since what very well could be a career-ending crash.

Shaun Kalos of the PJ1/Burnsville Yamaha/Xtreme/Atomic 22 team should return to action at next week's Mount Morris 250cc National in Pennsylvania. Kalos broke his hand in April at the Dallas Supercross.

Greg Schnell recently underwent surgery to repair the broken arm he sustained at the St. Louis Supercross. According to Larry Brooks, team manager of the Chaparral Racing Team, Schnell had two pins inserted into his right arm, including a traction bar *outside* the arm. Schnell was sitting in third place in the 125cc Western Regional SX Series point standings but was relegated to fourth by Kim Ashkenazi in the final standings after being forced to sit out the event. He will be out of action for at least eight weeks.

After showing up at the previous week Glen Helen National with blue-colored Hondas and blue-colored Sinisalo riding gear, the **Honda of Troy/Sinisalo Racing Team** returned to their more familiar red color scheme. "The blue looked pretty good, but red is our normal color," said Marshal Plumb, who turns wrenches on Brian Swink's CR250. "You'll see the blue color scheme a couple of more times before the year is over. Sinisalo wanted us to dress up in blue three times during the season, basically just to show a different color."

According to Honda of Troy team manager Erik Kehoe, **Mike Brown** will return to action at next week's Mount Morris National MX in Pennsylvania. Brown broke his wrist at the St. Louis Supercross.

Not too surprisingly the rider **turnout** was a little **down** at Denver for the final SX of the year, which, of course was all wrapped up by Jeremy McGrath four rounds earlier. Only 24 250cc riders were entered early Saturday morning, which would have seen only six riders in the last chance qualifier, since 20 riders are accepted into the main event. Luckily, the AMA rounded up 18 more riders to bring the total 250cc rider entry to 42. Many of the top factory riders chose not to compete in Denver, saving themselves for the outdoor Nationals that is just now getting into full swing. Some of those forfeiting the Denver Supercross were Yamaha's John Dowd and Honda's Steve Lamson. Other riders still out due to injuries were Kawasaki riders Damon Huffman and Ryan Hughes, Honda of Troy's Mike Brown, and the entire KTM team - Ty Wallace and Kevin Crine. The spectator count was also one of the smallest of the year at just over 30,000, which looked even smaller, since Mile High Stadium, home of the NFL's Denver Broncos, holds over 70,000.

The **Dirt Wurx-designed track** at Denver reminded many of the track layout at the Los Angeles Memorial Coliseum, where most of the course is built along the outer skirts of the grass infield. The course itself was hard-packed and slick. One rider said they must have imported the dirt from Carlsbad Raceway in California.

Team Kawasaki's **Jeff Emig** sported a new look at Denver. After debuting Thor's new riding gear last week at the Glen Helen National, Emig abandon the team's green look for a black and purple color scheme, which was literally topped off with a chrome-finished Shoei helmet. "I though the black and purple against the green bike looked pretty cool," said Emig.

Strong winds, or what some riders called **"mini tornadoes,"** caused some havoc on the stadium floor during the course of the evening. At one point, the finish-line banner over the finish-line double jump nearly blew over during a heat race. The banner was eventually removed because of the wind. "You had to brace yourself out there (because of the wind)," said Team Suzuki's **Ezra Lusk**. "It wasn't too bad but it was the gusts; they would whip up at anytime."

Texan **Jeff Dement** says his knee injury is coming along well and he is "shooting for" the Mount Morris outdoor National to make his return. Whenever he does, though, he'll be sporting a new sponsor after his Re-Claim sponsorship fell through. "Pierre Mulacek of Galveston Honda will sponsor me for the rest of the series," said Dement, who had hoped to compete at Denver.

The **Great Western/CTi2/Xtreme** team was working out of the team's old box van at Denver after having its fifth-wheel trailer break apart on the road two weeks ago. It was first thought that the team would get a brand-new trailer, but instead it has opted to fix the original trailer. The Team Split-Fire/Pro Circuit/Kawasaki semi is still in the shop after being rear-ended by a garbage truck in Charlotte last month.

Team Noleen's **Kyle Lewis** attributed much of his recent success to his trainer Gary Semics. "I'm on his program and it really makes a difference," said Lewis, who finished fourth at last week's Glen Helen 250cc National and sixth at Denver. "I just haven't been getting tired lately." Lewis finished out the series in 16th despite missing three rounds with a shoulder injury.

Only five riders **qualified** for the 250cc main event at all 15 AMA Supercross Series rounds: Jeremy McGrath, Jeff Emig, Mike LaRocco, Phil Lawrence and Brian Swink. Emig, however, was disqualified from the Indy Supercross for using illegal fuel.

1st Outdoor National Win.
1st Supercross Championship.

Kevin "Windstorm" Windham has been whipping around the country with his Yamaha YZ125, winning races left and right.

He's getting so good, that in just one week he took home first place—twice.

It started with last Sunday's AMA 125cc Nationals in Glen Helen Regional Park. The Windstorm spun two great starts into the overall win—his first 125cc Outdoor National victory.

This past Saturday, just six days later and apparently still up to speed, Windstorm clinched his first AMA championship title by earning the #1 plate in the 125cc Western Regional Supercross series.

Congratulations Kevin. Two wins. One week. Great job.

Tell you what: take a couple of days off to catch your breath, okay?

It's been a busy week—even for a Windstorm.

YAMAHA

Professional rider depicted during closed-course event. Do not attempt these maneuvers. Dress properly for your ride with a helmet, eye protection, long sleeved shirt, long trousers, gloves and boots. Yamaha and the Motorcycle Safety Foundation encourage you to ride safely and respect the environment. For further information regarding the MSF rider course, please call 1-800-446-9227. Do not drink and ride. It is illegal and dangerous.©1996 Yamaha Motor Corporation, U.S.A. (Cypress, CA 90630). File photo.

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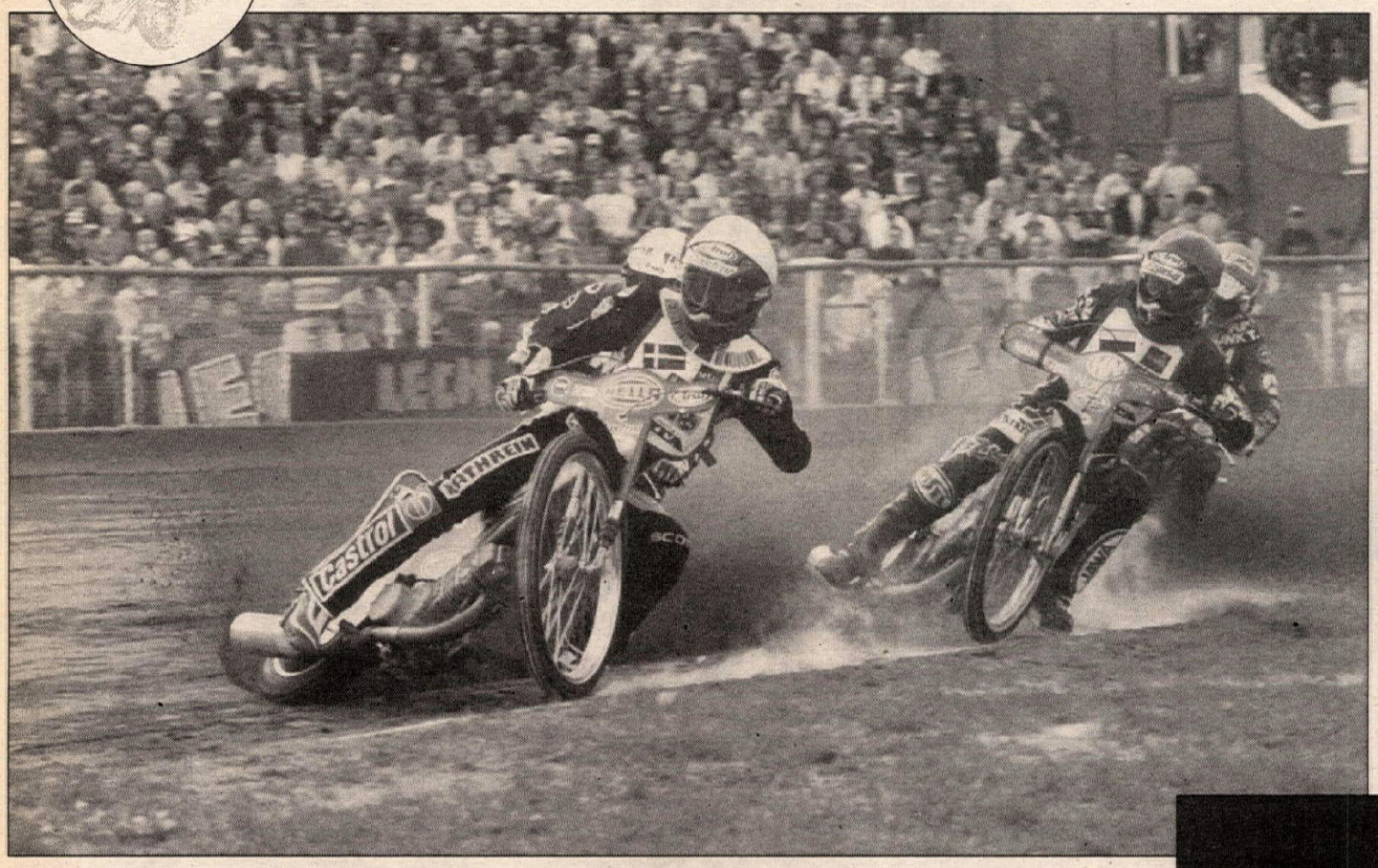


Eleventh-hour reprieve

Led by reigning World Champion Hans Nielsen of Denmark (left), the 16 best speedway riders in the world will again battle for the world title in a six-race Grand Prix series.

By John Hipkiss

Grand Prix speedway returns this weekend - but only after a massive spat over tires was resolved.

The crisis, which almost brought a halt to the World Individual Championship Series altogether, stemmed from an argument concerning the decision to use new solid-block tires in this year's GPs. The riders felt that the new tires were too unsafe to be considered, and several announced that they would not consider competing on them without proper testing. Talks appeared to have broken down between Grand Prix Race Director - and three-time World Speedway Champion - Ole Olsen and officials of the International Grand Prix Speedway Riders' Association, and the entire Grand Prix series appeared to be in doubt before FIM President Francesco Zerby was forced to step in and a compromise was agreed upon. The current plan now calls for testing of the new tires in practice during the first three Grands Prix and then implementation in the final three rounds.

After the decision was made, the world's top riders, including Americans Sam Ermolenko, Billy Hamill and Greg Hancock, were given a deadline to sign Grand Prix contracts or face expulsion from the sport's top competition.

Hancock, the winner of last year's British Grand Prix in London, is happy with the arrangement after the entire series looked threatened at one stage.

"It was just too soon for these tires to be used in the toughest competition of all, and I'm so pleased everything has been sorted out after a bit of give and take on both sides," Hancock said. "It means that we will be able to practice on these new tires, and we will be able to report back to GP officials with our comments. Instead of fighting with the management, we will be working with them. The Grand Prix was a great success last year, and I was always confident that some solution would be reached after all the hard work put in last year, because it is too good to waste."

The FIM had notified the relevant countries of the problems surrounding the GPs and went as far as to ask for nominations for alternative riders should the crisis remain.

"I don't really believe there was any chance of it getting to that stage," Hancock said. "A lot of it was just talk, but thankfully everything is ready to go for (Wroclaw) Poland."

And with that, the series is on, and 1993 World Champion Sam Ermolenko should once again be a key player in it. Ermolenko appears as serious as ever to regain the world number one - so serious that he has backed out of a full program of British Premier League for this season. Ermolenko told his parent club, Wolverhampton, that he would not be able to do a full season, so the team elected to replace him despite the fact that he always wanted to stay with the team on a short-term basis. Instead, Ermolenko has spent the opening weeks of the 1996 British campaign with the Sheffield Tigers, but he is set to leave the South Yorkshire club at the end of the month in order to concentrate all his efforts on the Grand Prix trail.

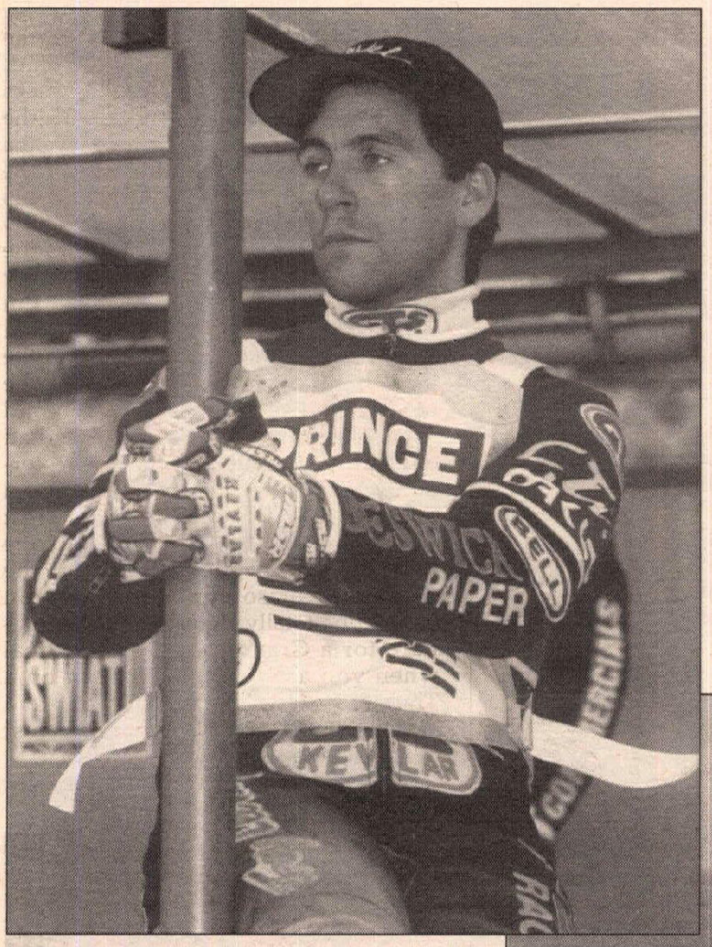
"I was so busy with British League racing last year that I had to look at my schedule," Ermolenko said. "And I'm glad that I did, because something had to give in order for me to do well in the Grands Prix. I looked at some of the other guys like Tony Rickardsson and Hans Nielsen, and I saw that they had quit British League and they were certainly benefiting from it in terms of a more sensible schedule. They are great riders, and they could probably cope with British League as well, but the Grand Prix is so important that you have to be totally right before you prepare for a Grand Prix. It's not ideal when you are racing in Britain on a Thursday night before flying out to a Grand Prix at the weekend. You just cannot be properly prepared like that.

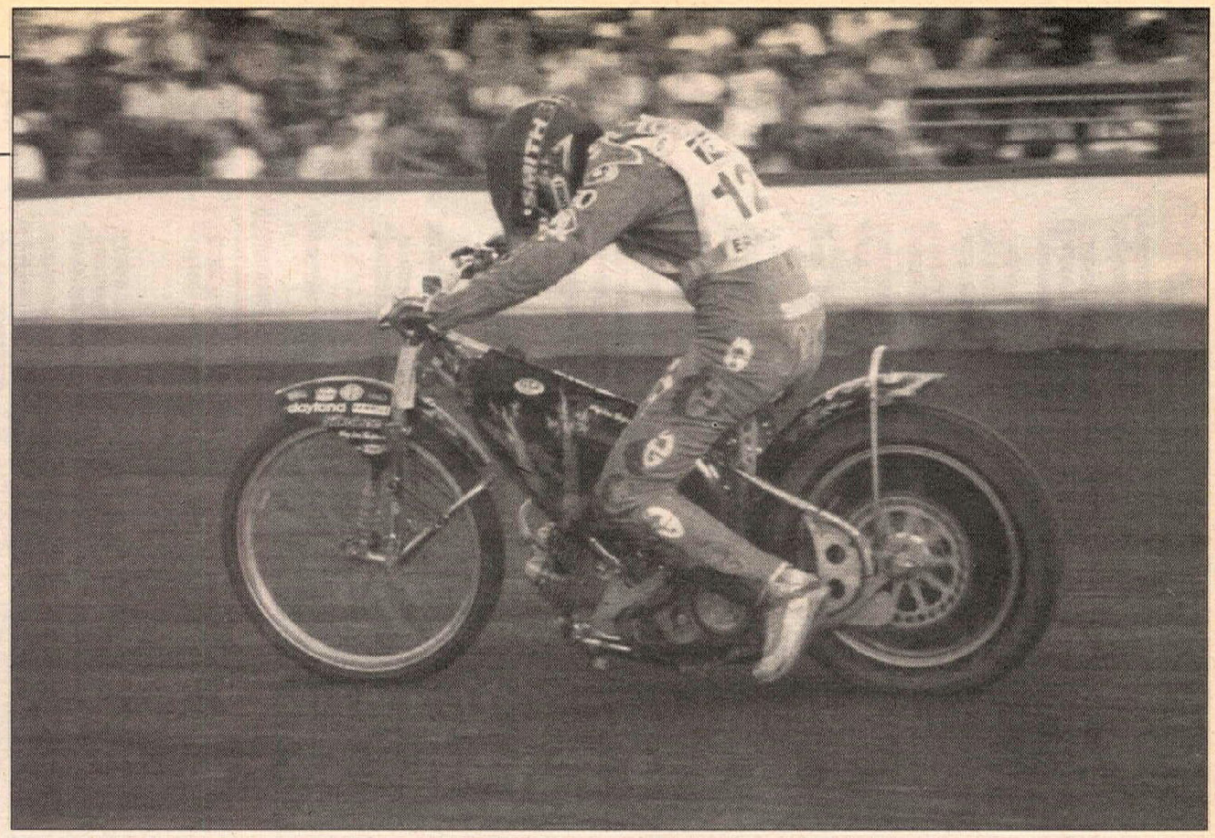
"I believe that I have done the right thing," Ermolenko said. "But I suppose only time will tell, because the Grand Prix is a long, hard road for all the guys, and it's getting more and more competitive."

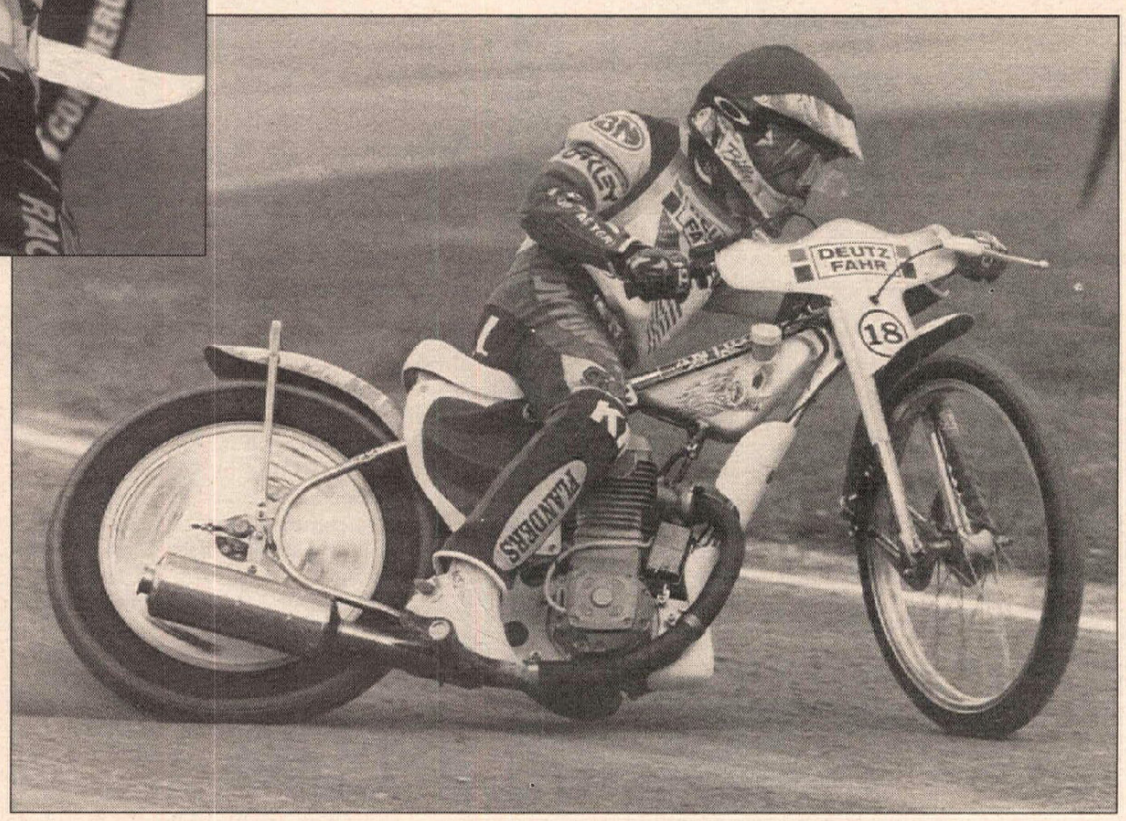
Ermolenko finished last year's Grand Prix rounds in style after a nightmare run of results in Austria and Germany which put him under pressure to keep his Grand Prix seeding, as only the top eight riders were assured of a place this year. But he came on strong toward the end of the series to finish the year in third place after finally sorting out his machinery, a factor which he believes he will get right from the start this year.

"Last year's Grand Prix was the first one for everybody, so it was a learning process, which meant everyone was level," Ermolenko said. "But I had all sorts of bike problems which I couldn't work out - mainly because I was too busy racing, and that's one of the reasons why I made this decision."

Ermolenko is expected to be one of







(Above left) American hopeful: Armed with a new sponsorship deal, 1995 British Grand Prix winner Greg Hancock will be as determined as ever to bring home his first World Championship.
(Above) After struggling with his equipment in the early GP rounds last year, Sam Ermolenko came on strong to finish the year in third place. Ermolenko has backed away from a full British League schedule to give more concentration to this year's effort.
(Left) Like Hancock, Billy "The Bullet" Hamill got a taste of GP success with a win last year at the Austrian Grand Prix. The wild young charger will no doubt be hungry for more in '96.

the top riders in the Grands Prix this year despite all his problems last time around, and some bookies in the U.K. are making him the favorite after his good start to the season in Sheffield and an impressive performance in the Gold Bar meeting in Vojens, Denmark.

"It's so important to do well because I think that the Grand Prix is the future of speedway racing," Ermolenko said. "It's the best way to gain exposure on TV in Europe and also to win sponsorship, which is also a vital part of any professional sport in this day and age. I can't wait to get started, and it will be vital for all the guys to get a good start in Poland. Hans Nielsen may be the champion, but we all start level now."

Speaking of sponsorship, Ermolenko's Californian colleagues Hancock and Hamill have already received a massive boost on the eve of the Grand Prix schedule with the announcement of a deal with Exide Batteries. Both riders were present at a press conference last week to form "Team Exide" - the first ever team in Grand Prix competition. But Hancock issued the following warning:

"Billy is a great friend and a great rider, but I am determined to win the world title, and if that means doing it at the expense of Billy, then that's the way it must be," Hancock said. "We are both a part of Team Exide, but we are also very keen to become World Individual Champion, and that means one of us has to beat the other. If I beat Billy, that's great, but if Billy is champion, then I'll be the first to congratulate him."

Hancock, fourth in the 1995 World Individual Championship Series, is still captain of the ever-popular Heathens Speedway team - which has been forced to move from its traditional Dudley Wood home to Stoke for the 1996 season - and he believes that a busy British League schedule keeps you sharp.

"You need to be competitive all the time, and the British League is the best way to stay competitive, although it can be hard at times," Hancock said. "I race in Poland, Sweden and Britain, and the British League is the toughest in the world, which is good for my fitness. And now that the laid-down engines are allowed, it can only be good for us. The Team Exide Sponsorship deal is also a big boost for both Billy and me and it's more important than ever to have a professional setup for Grand Prix racing, because you can't afford to lose a point.

"I would like to think that other riders can look toward Billy and me and perhaps try to do something similar, because I know Exide are delighted with the exposure they have got from this deal already," Hancock said.

As for Hancock's title hopes, he believes he has just as good a chance as any of his rivals.

"A lot of Grand Prix racing is down to consistency," Hancock said. "But as we all saw with Tony Rickardsson last year, he was in great form and yet he had one or two crashes which prevented him from challenging for the title with Hans Nielsen. If I can avoid bad luck, either through injury or bike problems, then I think I can do as well as anybody else in the Grand Prix."

Meanwhile, 1996 fifth-place finisher Hamill is just as confident of success in the sport's ultimate prize. Hamill finished on top of the British Premier League points averages last season as well as bringing home the first-ever Grand Prix victory by an American at the Austrian Grand Prix. He has again done well at the start of 1996, but he admits it will be a tough test of his World Championship credentials.

"It's gone very well for me so far this year, and I'm particularly pleased because for the first time in years I stayed away from speedway during the winter to get a fresh start," Hamill said. "Now that the Grand Prix is here I feel as fresh and keen as ever, and I think I can have a good series, but it's the toughest test in the world, and I know all the boys will be just as keen as me."

Meanwhile, like Hancock, Hamill is delighted with the formation of Team Exide, and he agrees with Hancock's thoughts on individual competition.

"Greg and me have put a lot of work into forming Team Exide, but the bottom line is that the Grand Prix is an individual event," Hamill said. "If that means me putting Greg into the dirt to force him wide, then that's the way it is. We have great respect for each other and our competition - to be better than each other can only be good for both of us. It can also benefit Cradley Heath and Team Exide because we both have the same goal, and that's to reach the top.

"I have a belief that both Greg and me can be World Individual Champion," Hamill said. "It's just a shame we can't do it at the same time! If Greg does it before me, I'll be in there to congratulate him before anyone else, and I'm sure the same applies with Greg." CN

1996 World Individual Championship Series Schedule

Wroclaw, Poland, May 18	Rnd 1
Lonigo, Italy, June 1	Rnd 2
Pocking, Germany, July 6	Rnd 3
Linkoeping, Sweden, August 10	Rnd 4
London, England, August 31	Rnd 5
Vojens, Denmark, September 21	Rnd 6

1996 Grand Prix Field

*Hans Nielsen	Denmark
Tony Rickardsson	Sweden
Sam Ermolenko	USA
Greg Hancock	USA
Billy Hamill	USA
Mark Loram	England
Chris Louis	England
Henka Gustafsson	Sweden
Jason Crump	Australia
Leigh Adams	Australia
Marvyn Cox	England
Peter Karlsson	Sweden
Tommy Knudsen	Denmark
Joe Screen	England
Gary Havelock	England
Craig Boyce	Australia
Andy Smith	England

*Reigning World Champion

Round 5: Brownsville GNCC

Summers shines in the mud

By Davey Coombs

BROWNSVILLE, PA, MAY 11

It was only fitting that in one of the wettest, muddiest, nastiest Grand National Cross Country events of all time, Team Honda's Scott Summers beat KTM rival Scott Plessinger by less than a wheel length as the two crashed across the finish line in Brownsville, Pennsylvania. The two multi-time GNCC heroes, along with Yamaha's Fred Andrews, engaged in what could only be described as a submarine fight on the pond that the Brownsville course became after a torrential, flash flood-causing cloudburst drowned the area. Summers managed to win the abbreviated race by the narrowest of margins.

"That was one nasty race!" exclaimed Summers after the slop-fest. "It reminded me of one of the early Blackwaters, where the main objective was not to necessarily to try to go fast, but rather just not fall down or get stuck. It was all about momentum and survival today."

All day long Summers and Plessinger played a grown-up game of "tortoise and the hare," as the faster Plessinger would splash by time and again, only to make a mistake and slip on the goo or get stuck in the ruts. Then Summers would roll past on his big Honda and lead until Plessinger went past again. "That's the way it went all day long, because I was riding down in the ruts where there was a little traction underneath, while Scott stayed on the edges," explained Summers. "The ruts would slow me down, but Scott was on top where it was faster but slicker and unpredictable."

"It was the worst mud I have ever seen," said Plessinger after the run. "I've seen real muddy but never that bad. I know I was going faster than Scott. I had a three-minute lead when I broke my shifter about a mile out on the second-to-last lap and had to ride the whole lap in first gear." Plessinger's problems were compounded by the fact that his pit crew was absent when he made it back to the trucks, having taken a spare shifter and tools out on the trail in search of him. But the section where they awaited him was cut out and Plessinger lost more than two minutes changing shifters himself.

Summers and Plessinger were listed on the same second in the final results, while Team SCR Yamaha's Doug Blackwell managed his best finish in a long time with a solid third overall. Finishing fourth overall was Ohio's Fred Andrews, a contender for the win until a miscue late in the race cost him a shot a spot on the podium. Fifth overall in the field of more than 260 riders was Pennsylvania's own Duane Conner.

The Brownsville win marked Summers' fourth victory in five rounds of the AMA Wiseco/Yamaha/Dunlop/Acerbis/Answer GNCC Series and pushed him back ahead of Suzuki's Steve Hatch - seventh overall at Brownsville - in the points standings. Summers is going after his fourth career GNCC overall title, his most recent one coming in 1992.

The Brownsville event is held in the Luzerne City Park in southwestern Pennsylvania. The trail is often popular with the cross country crowd, but this time around, it was a monster. The race was held on a Saturday rather than Sunday, and a Friday evening storm saturated the deep top soil. It appeared on Saturday morning that the organizers would be able to get the race in before the skies opened up again, but as the riders were on the starting line the rain started falling again. Conditions were so bad after a couple of hours that Racer Productions decided to cut the two-and-a-half-hour-long race 30 minutes earlier because scoring and course-cutting had became major problems in the deep mud. There were also concerns for the conditions of the city park itself, as riders, officials, support vehicles and spectators were sliding around everywhere.

Conner and Hatch blasted into the slick, grassy first turn together at the head of the Pro pack, while Summers was at other end. "I had a bad start, probably one of the last few guys," said Summers. "I got roosted so bad it was like going from daylight to darkness, like I was in a cave or something. You couldn't avoid getting roosted so bad."

By the end of the first lap, Plessinger was in the lead with a freight train of top woods pilots behind him. Hatch, Suzuki teammate Rodney Smith, Conner, Andrews, Summers and Suzuki's Randy Hawkins filled out the rest of the lead parade as the rain grew heavier. A lap later Plessinger, Summers and Andrews were way out front.

"All of the Suzuki guys were in front of me, plus Conner, Andrews and Plessinger, but then we got to a hill that hardly anyone could climb," said Summers. "Andrews and Plessinger were the only ones who made it over, while everyone else must have lost about three minutes. It wasn't long, just steep, and so many people were stuck on it that it was almost impossible to get a clean shot at it. I made it, too, and I never saw any of those other guys after that."

At the end of the third lap Plessinger splashed around the motocross track before the scoring barrels all by himself, having left challengers Andrews and Summers in his wake. Andrews surfaced exactly two minutes later, while Summers was a further 50 seconds back. Then Plessinger lost his shifter, crossed-up signals with his pit crew and lost his lead all at once.

"He made up 45 seconds before I got to the pits, but then I missed my pit crew," said Plessinger, who has had a tough start in his defense of the GNCC title. "When I got back to the pits I had to find another shifter and tools by myself. Summers made up the rest of the time and was 10 seconds ahead of me. I passed him back about a mile out and figured I was okay."

Summers himself stopped to get fresh goggles. "I had to stop on the third lap because I couldn't see a thing, and I kept getting more mud in my eyes," said Summers. "I heard Plessinger rode the whole race without goggles. I just don't see how that's possible without goggles."

As for Andrews, the Yamaha pilot was also going fast but was not having the luck in traffic or ruts that Summers was having. "Fred was going faster than I was for sure, but he was making too many mistakes," said Summers. "He would pass me but then make a mistake, and I would pass him right back - I was just worrying about getting around the track. But then Fred got stuck really bad, and this time there was only one lap to go. There was no way he could catch back up at that point."

FILE PHOTO BY DAVEY COOMBS

Honda's Scott Summers scored a narrow win at the Brownsville GNCC in Pennsylvania.

The officials decided to wave the race off rather than give a white flag the next time around, and Summers did not find out until there was about a mile to go. Plessinger, who got stuck again and lost the lead he had recovered, did not find out until he was on the motocross track for the last time.

I had gotten stuck on one of the uphills and Summers got by me and 30 seconds to go with it," said Plessinger of the last lap. "I caught back up again and I could see him a mile before the barrels. I wasn't right on him, but I had him in sight. Then I saw an official, and he was screaming that it was the last lap. I went berserk and rode the motocross track as fast as I could. I made up maybe eight or 10 seconds, but that just wasn't enough. I even gave him a shove at the end, but he still beat me by about 12 inches. Five more feet and I would've had him. I guess the finish line was just in the wrong place for me."

"I've never won a race by going so slow in my life," said Summers. "The conditions allowed that to happen. I had passed Scott with a mile to go when he made another mistake. I knew it was the final lap, and I think he saw my pit board when my guy showed it to me. That last quarter mile was unbelievable! I was really going fast, but he was still faster. I had the inside going into that last turn, and the rut just grabbed me and shot me past the finish line. It actually slowed me down, but I still beat him by a wheel. Then right after we passed the referee, we hit together and he flipped pretty bad while I just did a pirouette or something. What's funny was that I didn't see Scott until we were about five feet from the checkered flag. I heard the crowd yelling and knew something was up. Had it not been for the crowd I would not have won that race. They warned me he was coming."

"I'm riding good, just getting bad breaks," said Plessinger later. "The broken shifter didn't cost me the race - shortening the race is what cost me. I'm riding good and the bike is working real well. Now I need to get some wins."

Blackwell very quietly sneaked into the top three after passing the stranded Andrews on the last lap. Andrews freed himself in time to beat Conner to the line, while Smith, Hatch and Brian Keegan came across next. Rounding out the top 10 overall were Frank Keegan and 250cc A-class winner Gene Onail. CN

Brownsville GNCC
Brownsville, Pennsylvania
Results: May 11, 1996 (Round 5 of 12)

O/A: 1. Scott Summers (Hon); 2. Scott Plessinger (KTM); 3. Doug Blackwell (Yam); 4. Fred Andrews (Yam); 5. Duane Conner (Yam); 6. Rodney Smith (Suz); 7. Steve Hatch (Suz); 8. Brian Keegan (Yam); 9. Frank Keegan (Yam); 10. Gene Onail (Kaw); 11. Jeff Lauth (Kaw); 12. Kevin Hines (CRE); 13. Jim Jarrett (Yam); 14. Scott McLaughlin (Yam); 15. Heath Bennett (Yam); 16. Todd Morain (Yam); 17. Guy Giroux (Hon); 18. Mike Sampson (Kaw); 19. Barry Hawk (Suz); 20. Ross Benson (Suz)

PRO O/A: Scott Summers (Hon); 2. Scott Plessinger (KTM); 3. Doug Blackwell (Yam); 4. Fred Andrews (Yam); 5. Duane Conner (Yam)

OPEN A: 1. Brian Sovak (Hon); 2. Scott Fontaine (KTM); 3. Russell Cherry (Hbg); 4.Troy Schlereth (Hon); 5. Michael Holbert (KTM)

250 A: 1. Gene Onail (Kaw); 2. Jeff Lauth (Kaw); 3. Todd Morain (Yam); 4. Mike Sampson (Kaw); 5. Ross Benson (Suz)

200 A: 1. Jim Jarrett (Yam); 2. Heath Bennett (Yam); 3.John Bennett (Yam); 4. Jeremy Berwanger (Yam); 5. Troy Goetz (KTM).

4/STRK A: 1. Barry Hawk (Suz); 2. John Shaffer (Suz); 3. Carey Stump (Hon); 4. Steve Johnson (Hon); 5. Ralph Thorn (Suz).

VET A: 1. Kevin Hines (CRE); 2. Robert Kirchner (Suz); 3. Thomas Carson (Suz); 4. Tim Shephard (Yam); 5. Jaisson Deroche (Yam).

SR A: 1. Richard Kresic (Suz); 2. Michael Schwartz (Suz); 3. Charles Dailey (Hon); 4. Gallie Ward (Yam); 5. John Frackelton (Hon).

S/SR: 1. Joseph Lojak (Yam); 2. David Dehner (Kaw); 3. Albert Chuppa (Yam); 4. Butch Powell (KTM).

OPEN B: 1. Brian Kaufman (KTM); 2. Mark Weiland (KTM); 3. Richard Burbick (KTM); 4. Bill Farmer (KTM); 5. James DiFonzo (KTM).

250 B: 1. Rick Lukaesko (Yam); 2. Greg Gillian (Yam); 3. Jim Kelly (Yam); 4. Paul Blaner (Suz); 5. Peter Sebelski (Hon).

200 B: 1. David Van Curen (Suz); 2. Isaac Ackels (Kaw); 3. Gary Hietala (Kaw); 4.Dave Ash (Yam); 5. John Craig (Kaw).

4/STRK B: 1. Ronnie Burnfield (Suz); 2. Terry Meek (Suz); 3. Troy Wertz (Hon); 4. Timothy Cole (Hon); 5. Shane Munger (Suz).

VET B: 1. Curtis Baldwin (Yam); 2. Clark Munger (Suz); 3. Steve Cooke (Yam); 4. Mark Adkins (KTM); 5. James Vicheck (Yam).

SR B: 1. Steven Hashman (KTM); 2. Robin Miller (Yam); 3. William Auer (Yam); 4. Gary Maxwell (KTM); 5. James Johnson (Kaw).

125/200 C: 1. Stephen Graves (Yam); 2. Craig Davis (Kaw); 3. Craig Jarvis (Yam); 4. Justin Conkle (Hus); 5. Jeremy Morris (Kaw).

250/OPEN C: 1. Jason Jarvis (Yam); 2. Chad Jarvis (Yam); 3. Mark Yukevich (Yam); 4. Gary Johnson (Hon); 5. Sean Hastings (Yam).

AMA GRAND NATIONAL CROSS COUNTRY SERIES POINT STANDINGS (After 5 of 12 rounds): 1. Scott Summers (93/4 wins); 2. Steve Hatch (89/1 win); 3. Duane Conner (65); 4. Rodney Smith (65); 5. Fred Andrews (63); 6. Randy Hawkins (62); 7. Scott Plessinger (53); 8. Frank Keegan (50); 9. Keith Johnson (42); 10. Brian Keegan (38); 11. Gene Onail (38); 12. Ty Davis (38); 13. Tom Norton (33); 14. Doug Blackwell (32); 15. Tim Shephard (25); 16. Scott Phelps (23); 17. Jason Dahners (21); 18. Todd Morain (17); 19. Daryl Conner (16); 20. Vance Earl (15).

Upcoming Rounds
Round 6 - Boyers, Pennsylvania, June 2
Round 7 - Elizabeth, West Virginia, June 16

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A race to the Finnish

By Steve Berkner

With the opening round of the AMA National Championship Reliability Enduro series, perhaps better know as the "Qualifier Series," set to get under way in New Waverly, Texas, this week, the question always arises - what is it going to take for the U.S. team to take home the gold for the first time? Could this be the year? Some seem to think so, much of which has to do with a change in this year's World Trophy Team selection process, which could ultimately lead to the valuable support needed to get the job done at this year's International Six-Day Enduro in Finland.

Recently, the American motocross community has had to come to grips with why it has come up short during the last two Motocross des Nations. After winning 13 consecutive MX des Nations titles, the United States has found itself out of the driver's seat with a pair of runner-up finishes. While the rationales for Team USA's back-to-back second-place finishes are many, the real reason may lie with the absence of America's top motocross rider, namely Jeremy McGrath.

Meanwhile, a similar problem has plagued America's team at the other us-against-the-world motorcycle competition - the ISDE. Here, our top off-roaders have been trying to break a record that puts the U.S. behind the world something like 0 for 30. The closest the United States ever came to winning the premier World Trophy class was in 1982, when they placed second behind host country Czechoslovakia.

In a surprise move, this year America's Finnish ISDE Trophy Team was announced six months in advance, long before the start of the Qualifier Series, which traditionally is used to determine each year's team.

Hand-picked for this year's team are Randy Hawkins, Rodney Smith, Steve Hatch, Ty Davis, Scott Summers and Chris Smith. To better understand the history behind this radical move, one needs to take recent ISDE history into consideration.

Since 1913, the ISDE (up until the early 1980s, the event was called ISDT, the "T" standing for Trials) has put the world's best motorcycles and their riders to the test 70 times in a marathon six-day reliability endurance contest. Not since the late 1960s has the United States regularly fielded a team, and not once have the Americans won the event.

The only real success has come from American's B-team efforts. In 1973, when the U.S. first hosted the ISDE, in Dalton, Massachusetts, the U.S. won the Silver Vase, and again in 1991 in Czechoslovakia in the Junior World division. (Before 1985, each country's top six riders competed on the World Trophy Team while a separate competition for a four-man team competed for the Silver Vase. Then in 1985 the Silver Vase became known as the Junior World Trophy for riders 23 and under, sort of a minor league for up-and-coming riders).

Eight-time National Enduro Champion and eight-time ISDE Gold Medal winner Dick Burleson, who rode in the 1973 Silver Vase Team, said, "Back then the Six Days was about a team effort. Sure you still needed talent to get selected. But it was the financial and technical backing that made the team successful. The support made the difference. Back then I worked and rode for Husqvarna and they had the resources to win."

Burleson's 1973 ISDE teammate and one-time ISDE Silver and eight-time ISDE Gold Medal winner Malcolm Smith said: "Up until 1966 the ISDE was only a dream to me. It was something that I had only read about. Even though I was considered one of America's top riders, I didn't have the means or the money to ever consider it. Huskies had just started to be imported to the U.S. and they needed someone (on the West Coast) to ride for them. They told me that if I was to ride for Husky (here), they would give me an opportunity to ride in the Swedish Six Days. Instantly I became a factory rider. I even stayed at the Husky factory in Sweden. It was a dream come true."

Burleson explained that today things are different: "Of course the event has changed. Back then the Six Days was more about reliability and basically saving the bike. First you had to stay on (time), and then second, you rode the special test. The bikes weren't as dependable as they are today. It was tough just to keep them running.

(Right) Ty Davis will return to ISDE competition this year at the Finnish Six Days in August.

"Literally, in those days, there were no mistakes allowed. If you or a teammate fell off the (trail) pace it was all over. It took a real team effort. If you had one weak link your team didn't finish.

"Today the emphasis is more on the special tests, because the bikes have gotten better. Today it's more like a six-day trail ride that has four motocross tests each day. The priority is more on world-class speed in the special tests because the bikes are more reliable.

"They've even added this exclusionary rule that lets each team throw out its worst rider's score each day. So if one rider seizes or blows up while ragin' on a special test, they throw out his score. If he's lucky he can rebuild and be back tomorrow. It's a different event with a different priority.

"But it still comes down to your team's weakest link. Each year you hear a lot of talk about who does or does not make the team. I've never really had any problems with who gets selected as long as they have the proper support or backing to win. That basic idea was how we won when I rode in '73, and how we almost won when I helped manage the team in '82. That should be our priority today."

Six-time ISDE rider and 1982 Trophy Team rider Mark Hyde concurred with Burleson: "Back in '82, we had an all-Husky-sponsored Trophy team. We had a good group of riders. But more importantly we had complete factory support for the entire team."

1984 Silver Vase Team rider Dave Bertram said: "In '84 (in Holland) Randy Hawkins and I were riding in our first Six Days. We couldn't believe the lack of organization in the United States' ISDE effort. Here we were competing as Americans at the world-class level, and

we were working out of rental cars with only the tools we carried in our fanny packs.

"In contrast, on the other side of the pits were the Italians. They were working out of factory box vans. We were munching on candy bars and they were literally eating a fully catered lunch. At that point we both agreed that if the U.S. was ever going to win (the ISDE), it was going to take better organization."

"Over the next couple of years, we started working with the AMA to help improve America's ISDE performance. By 1987 the AMA made two important changes. First, a 13-member ISDE board of directors was created to help select the World and Junior Trophy Teams. And second, the Ride to Win Fund was created to help raise money to support the Trophy Teams exclusively."

Hugh Fleming of the AMA said, "Dave's idea of the Ride to Win Fund was to be used exclusively for the Trophy Teams only. This allowed donated money to be earmarked for Trophy and Junior World Teams only. Up until this time the AMA relied on the ISDE Support Fund Inc. to raise money for the overall support of all the ISDE riders, including Trophy Team riders and club team riders."

By 1991 the first benefits from the addition of the ISDE Board of Directors and Ride to Win Fund came through.

"In Czechoslovakia in '91 Alan Randt and I managed the Junior Team," said Hyde. "Right from the start we knew we had a group of riders who had the talent to win. Each of them had good factory support. With help from the Ride to Win Fund we were able to put together individual pit support and a chase rider for each of the Junior Team members. And in the end, the combination paid off. We finally had put everything together."

Bertram said, "In Czecho we finally proved that we could support a Trophy Team to the level that it took to win against the Europeans. But we had a first-rate group of riders (Jimmy Lewis, David Rhodes, Steve Hatch and Chris Smith).

"We know we have the talent to win the Six Days. Over the past few years some of Europe's best off-road talent has come to America to compete: Jimmie Eriksson, Jan Hrehor, Bohomil "Bubba" Posledni and Davide Trolli, to name a few. They've all tried their hand at some of our National events, and none of them have dominated.

"But one of our weaknesses has been the depth actually available for our Trophy team. Each year when it comes to selecting a Trophy Team we've always struggled. It's usually easy to sign up the first three or four riders because we've got a good core of talented ISDE veterans who have factory support. But we've been trying to expand that to include some new factory-sponsored riders."

Two recent examples of America's expanding off-road racing strength are former motocrossers turned off-roaders Rodney Smith and Ty Davis. In his inaugural off-road season, Smith came within 34 seconds of winning the 1992 500cc ISDE World Championship. Smith finished fourth overall in Australia along with taking Top American honors.

"I guess I just went to Australia thinking that I could win (an individual ISDE Championship)," Smith said. "I didn't really think much about the Trophy Team's chances. I had just finished competing in the World GPs and I knew I was fast enough. I guess I just had the right attitude to do so well my first try."

Davis had similar success competing in the ISDE. As a World Trophy team rider he finished as Top American in Holland in '93, finishing sixth in the 500cc class.

"'93 was actually supposed to be my break-in year (for the Tulsa ISDE)," said Davis. "Larry (Roeseler) and I went to Tulsa for a four-day qualifier and I ended up finishing second behind Rodney. Then I was selected to go to Holland. We figured it would be good experience. I really didn't know what I was getting into, but I ended up Top American in Holland."

Going into America's Six Days held at the Zink Ranch near Tulsa, Oklahoma, the U.S. finally seemed to have recruited the talent needed to win. Mostly due to the fact the U.S. was hosting the ISDE for only the second time and interest was extremely high for the Trophy Team's coveted six positions.

The American World Trophy Team roster read like a modern who's who of American off-road riders. Former MXer Guy Cooper was added to the lineup with Smith and Davis. The trio made up a core of world-class sprinters that built on the recent success of America's top class finishes in the previous two ISDEs. Veteran off-roaders Scott Summers, Hawkins and Jeff Russell added over 10 national off-road titles to the team's resume.

"In Tulsa we finally had what we needed to have a good shot at winning," said Ride To Win founder Bertram. "We had assembled the best Six Days team ever. We had everything covered. We had the talent and the factory support. It was a high point for America's Six Days efforts."

Ironically, that same Tulsa Six Days soon turned into a low point for what makes any Six Days Trophy Team successful - support.

The record shows that America finished 9th overall in what was to be our best Six Days ever. Our first setback came when Russell experienced electrical problems on day two, dropping our team off the pace. It seemed that reliability still played an important role after all. Team USA's fate was sealed on day four when Summers fell and broke his arm.

Remaining riders Hawkins, Davis, Smith and Cooper continued to charge hard with gold-medal efforts from each. Davis finished Top American and third in the Heavyweight Two-Stroke (250cc and larger) class. In an interview following Summer's fall, Team Manager Bertram said: "No matter how much you plan and prepare, things like this can take a Trophy team right out of the race. It's still a team event. It's frustrating, but it's all part of the game."

For Bertram and the American ISDE effort, things had already begun to take a turn for the worse. Public and factory support dropped off to almost nothing following Tulsa. Bertram said: "It wasn't America's Trophy Team performance - our ninth-place finish had some highlights but it was the negative feelings that were generated by a poorly promoted event."

"All finger-pointing aside, the Tulsa Trailriders (who hosted the ISDE) put on an excellent event for the riders. It was the pomp and circumstance that fell apart. The local promoter that was hired to oversee the event was not prepared for what it takes to put on what was promised to the public.

(Above left) Randy Hawkins, as well as Davis, Steve Hatch, Chris Smith, Scott Summers and Rodney Smith, have already been selected to represent the United States on the '96 World Trophy team. (Above right) Four-stroke ace Summers rounds off what is one of the strongest teams the United States will ever send to the ISDE.

"Four months before the Tulsa Six Days started it became evident that the promotion of the event was starting to fall apart. The promoter was actually fired. But a suitable replacement couldn't be found on such short notice, so they were reluctantly rehired.

"To this day, few people know the truth behind the negative press that Tulsa got, but the fact is the Tulsa Trailriders put on a good show. It was too bad that only the riders got to experience it."

The Tulsa Six Days debacle soon took its toll.

Interest for the '95 qualifier series and the Polish ISDE was way down. As few as 30 riders showed up for an East Coast qualifier and Cooper, Davis and Summers passed on riding the series, as well as the ISDE.

One of the low points came when Team Suzuki Off-Road, the perennial backbone of the US Trophy team, pulled most of their financial support for their riders' ISDE budgets. Team Off-Road Suzuki's Mike Webb said, "It takes over $5000 to send each of our riders to the Six Days. And in the past we would budget accordingly.

"Since 1988 one of our top priorities has been Six Days. After Tulsa we got a very poor return on our investment. Even though all four of our riders finished on gold, the event was perceived by the public as a joke."

"In recent years the GNCC has been the fastest growing off-road series. Last year they had over 6500 entries. They've now become our number-one commitment. Last year when we budgeted for Six Days we decided that we were going to have to cut back, so we set our sights on just fielding a three-man club or trophy team."

Team Suzuki joined the '95 Trophy Team after riders Smith, Hawkins and Hatch basically paid for their own expenses. Smith said: "Even after getting help from the Ride to Win Fund, we each spent about $5000 of our own money. But we talked about it as a team and decided it was something that we owed the sport. The ISDE has done a lot for our careers and Randy, Steve, and I thought it was time to give something back."

"We knew interest would be down after Tulsa. Everybody spent a lot of money and the overall mood was down," said Bertram. "But with Suzuki's move, it became apparent that we needed to do something or lose everything that we had been building up to Tulsa."

"When the ISDE Board of Directors met to select the '95 Trophy Teams it became apparent that all future ISDE efforts were in jeopardy. We decided that (this year) we were going to try something a little different. Instead of waiting till after the Qualifier series to select the '96 Finnish Trophy team, we would preselect the team before the qualifier series so that the Trophy team and their sponsors could budget for the effort and get six months worth of press and promotion to get more for their budgeted dollars."

"We have wanted to announce the World Trophy Team selection early for several years, and this year we have finally accomplished it," said the AMA's Hugh Fleming. "The idea is to build interest and support in the overall Team USA efforts all year. By selecting the team early everybody gets the most for their efforts. We also hope this creates better teamwork among all of the groups that are involved."

ISDE Board Member and longstanding ISDE Parc Ferme pit coordinator, Rick "Gunny" Claypoole said: "Right from the start the Board of Directors created a 'short list' of our best qualified ISDE riders for this year. That list included every name on this year's Trophy team."

"We got what we wanted," said Bertram. "When all the riders and sponsors saw who was on that list it didn't take long, and we put together a so-called 'Dream Team.' But we also put together a list of priorities and that was what made these riders and their sponsors take interest in the Six Days again."

"I really like our chances this year," said Malcolm Smith. "We've really got one hell of a team. I like all the progress the AMA and the Ride to Win Fund has made in the past couple of years to get our ISDE efforts back on track." CN

Round 4: Dutch GP

(Left) Sebastien Tortelli adapted to the power-robbing sand conditions to score the win at the Dutch Grand Prix in Lichtenvoorde, Holland. Tortelli went 1-4 to secure the victory.
(Below) Dirty pool?: World Championship 250cc regular Pedro Tragter contested the Dutch 125cc GP and came away with a controversial second-place finish after being accused of cheating during a fuel stop.

Folly in the forest

By Alex Hodgkinson

LICHTENVOORDE, HOLLAND, MAY 12

The magnificent achievement of Sebastien Tortelli in beating the sand experts at their own game to extend his lead in the world 125cc MX standings with his third successive GP win was overshadowed at Lichtenvoorde in eastern Holland by the blatant rule-breaking by wild card Pedro Tragter and the subsequent cover-up by embarrassed officials.

Officially it never happened, but the 250cc GP regular was seen taking on fuel illegally in the woods during the second moto (see sidebar story).

While Tortelli's fellow Frenchmen Frederic Vialle and Mickael Maschio lost their cool - and a chunk of points - Brit Paul Malin broke up the gallic dominance of the standings to end the day third in the series with two tactically masterful rides.

Bikes were wheeled to the start gate as riders conserved every last drop of fuel stored away in their blown-out or oversize fuel tanks, but it was full gas all the way to the first turn - with two Sarholz Hondas in front

Andi Kanstinger took the holeshot but offered little resistance to teammate Marcel Van Drunen, Tortelli, Bobby Moore and Malin in the laps to follow.

"I'm no sand expert, and it was inevitable that four or five would come past," Kanstinger said. "So I let them go as they went for the pass and picked up their lines each time."

The trick worked, and the diminutive German was a still marvelous fifth at the finish.

The Dutchman Van Drunen quickly made his move to lead for just over 15 minutes, but with Tortelli reeling him in fast, Van Drunen dug the front wheel into a berm and was pitched over the bars. He got back to eighth, and that was where he was to finish.

From that moment on there could be little doubt that Tortelli would win, the main Dutch challenge having disintegrated on the first lap. Eric Eggens had seen his bike expire on the line with a defective plug, European champ Marco Stallmann damaged the rear brake line in a collision, and Tragter was dumped in the first turn along with Michele Fanton and the youngest of the Bernandez brothers, Moises. Tragter had already regained a dozen places before the field left the main arena, but when the pack emerged from the woods he was right at the back again

"The fuel pipe must have got dislodged in the collision, and the bike simply spluttered to a halt halfway round the lap," Tragter said.

While Tragter made a spirited recovery, Moore and Malin were advancing steadily up the leaderboard from an initial fifth and sixth, respectively.

Just after half distance, Moore dislodged Kanstinger, and was quickly followed by Malin. At 35 minutes, Malin made his move on the 1994 125cc World Champion from America, who could offer little resistance as he struggled to hold on with his injured hand.

"I tried to ride smooth and steady," Moore said. "But I could hardly hang anymore in the last quarter."

At the same time Tragter sliced inside Kanstinger for fouth, not realizing that two laps later he would be second. The Dutchman was on a final charge, the American was happy to be doing so well in view of his hand - and Malin shot into the work area.

"We've got a 10.5-liter (2.77-gallon) tank, but the sand is very deep here and our consumption tests this morning showed that it would be touch and go," Malin said.

The stop, which took 8.5 seconds from entering the work area to leaving it, saw mechanic Steve Dixon put fuel in the tank. Post-race checks revealed that the stop was unnecessary as there was

Tragter's illegal quick fill

Dutchman Pedro Tragter may have earned himself a reputation as a cheat and a liar, and FIM officials may have proved themselves unworthy of their office when the 250cc GP regular, contesting his home 125cc GP as a wild card, blatantly broke FIM rules and was not penalized.

The offense which Tragter committed was to refuel his bike away from the work area in the closing stages of the second moto at Lichtenvoorde on his way to third place. The FIM penalty for refueling anywhere except in the work area with a dead engine is exclusion.

The incident happened on the penultimate lap of the moto, which had effectively gone to an extra lap after Tragter, leading at the time, crossed the finish line six seconds before the completion of the allotted 40 minutes to be raced prior to the start of the last two laps.

When he appeared next time around his pit crew at the work area were seen gesticulating wildly, and Tragter, previously leading by nearly 10 seconds, reappeared from the wooded section of the track to start the last lap a similar margin behind the leading Erik Eggens. His engine spluttering, Tragter then pulled into the work area before rejoining the race to finish third.

Initial inquiries after the race about what had happened on the penultimate lap brought the reply from Tragter: "I fell. Yes, I fell."

Was the motor running erratically, and that caused him to fall? After a moment's thought: "Yes. Yes, probably."

"He never fell," declared Brit Tony Marshall, who had just been lapped by the Dutchman. "He just pulled to the side of the track in the woods to refuel."

Marshall's sponsor Tim Brinton wanted to protest, but officials would not accept his protest letter and fee as he does not hold an FIM entrant's license. Marshall, with little to gain himself, declined to protest and thus get involved more deeply.

When approached on the subject, Eggens, who had clearly passed the scene, was keeping a diplomatic silence. When asked the direct question, "Did Tragter fall?" he answered: "I don't know. He wasn't on my line. I don't know what happened. It was bumpy there. I was concentrating on my lines."

According to a Dutch journalist, later in the evening Hans Tragter, father of Pedro, admitted that his son had refueled in the woods. Apparently the stop in the work area was necessary to release an air vacuum which had formed during the illegal stop and which was causing fuel starvation. Confronted with his offense at the press conference, Tragter apparently lied. Some time later, the provisional results were confirmed.

"There was no protest," FIM Motocross Commission Vice-President Albert Hofhuis said. "And there was no discussion."

Czech Jury President Arnost Zemen simply grinned as usual.

"I know nothing," he said.

It is clear that officials did know of the allegation that Tragter broke the rules and could have investigated the matter without a protest from another rider. They chose not to. As Tragter refused to admit the offense he could not be asked to explain why he chose to refuel in the woods rather than the work area. Both Paul Malin and Brian Jorgensen lost less time when refueled correctly in the work area, and the only assumption can be that Tragter feared losing time with onlookers in the crowded mechanics' zone or difficulty restarting a hot motor.

The episode is made even sadder when one considers that he is not even a regular contender in the 125cc World Championship Series, and that if he had calmly refueled in the correct manner in the pit lane he would probably not have surrendered second place to Vialle and thus won the GP overall.

sufficient fuel still in the tank, but Malin was glad he had played safe.

"I would rather sacrifice a couple of points rather than risk losing everything," Malin said.

Meanwhile, Vialle and Maschio seemed to go down every lap as they desperately tried to cut their losses after first-lap collisions. Vialle got to 12th while Maschio took the final point, but his confidence must have taken a hammering as, a lap down, he watched Tortelli take the win.

Nothing could have matched the ferocity of the opening battle, and the second moto only really came to life in the closing stages.

Eggens and Tragter led from the outset, the 1994 title holder getting past and making his escape when the 18-year-old National champion started making mistakes midrace. Tortelli had gated badly but didn't panic and was fifth by half distance despite slipping off once. He would later run out of fuel, but he settled for a net points gain on the day over Vialle rather than risking all to chase his title rival, who had started well and ridden coolly this time.

Tragter's pace on the ever-bumpier track was such that he crossed the line six seconds before the completion of the 40-minute cutoff to force the race to go the same distance as the opener, and it was the Dutchman himself who was receiving frantic gesticulations from his pit crew as the two-lap board finally went out.

The race suddenly came to life. With the flagman getting ready to switch to the "plus one" board it was Eggens who appeared first, with Tragter spluttering into sight in his wake. Tragter pulled into his pit for more fuel and rejoined the race third behind Vialle, but it was 10 minutes later before the true story began to unravel (see sidebar). The positional loss gave the overall to Tortelli, and anxious team members waited for their men to appear. Malin didn't stop this time.

"They all expected me to, but I changed tactics midrace," Malin said. "Tragter came across me out of the gate so I was way back (29th) on lap one. When I got past Bob (Moore) it was a long way to the next man, so I started riding less aggressively. It paid off. I actually got Jorgensen for sixth when he stopped to take on fuel."

Moore, struggling with his hand from early on, was a brave eighth, while Maschio's sad day ended when he stopped in 16th with a dry tank 20 yards - as the crow flies - from the finish line but with the quarter-mile final loop still to race.

A spirited day's racing which was a wonderful advertisement for the sport may have been spoiled by Tragter's infraction, even if it never actually happened - officially, that is.

Dutch 125cc GP
Lichtenvoorde, Holland
Results: May 12, 1996 (Round 4 of 12)

MOTO 1: 1. Sebastien Tortelli (Kaw); 2. Pedro Tragter (Suz); 3. Paul Malin (Yam); 4. Bob Moore (Yam); 5. Andi Kanstinger (Hon); 6. Alex Belometti (Hon); 7. Stephane Roncada (Hon); 8. Marcel Van Drunen (Hon); 9. Mauro Dal Lago (Hon); 10. Carl Nunn (Hon); 11. Michele Fanton (Kaw); 12. Frederic Vialle (Kaw); 13. Roche Mezenberg (Hon); 14. Brian Kjaer Jorgensen (Suz); 15. Mickael Maschio (Hon).

MOTO 2: 1. Erik Eggens (Hon); 2. Frederic Vialle (Yam); 3. Pedro Tragter (Suz); 4. Sebastien Tortelli (Kaw); 5. Marcel Van Drunen (Hon); 6. Paul Malin (Yam); 7. Brian Kjaer Jorgensen (Suz); 8. Bob Moore (Yam); 9. Michele Fanton (Kaw); 10. Collin Dugmore (Hon); 11. Andi Kanstinger (Hon); 12. Marco Stallmann (Kaw); 13. Alex Belometti (Hon); 14. Marcus Hansson (Yam); 15. Tony Marshall (Yam).

O/A: 1. Sebastien Tortelli (Kaw); 2. Pedro Tragter (Suz); 3. Paul Malin (Yam); 4. Frederic Vialle (Yam); 5. Bob Moore (Yam); 6. Erik Eggens (Hon); 7. Marcel Van Drunen (Hon); 8. Andi Kanstinger (Hon); 9. Alex Belometti (Hon); 10. Michele Fanton (Kaw).

WORLD CHAMPIONSHIP 125cc MX SERIES POINTS STANDINGS (After 4 of 12 rounds): 1. Sebastien Tortelli (118/3 wins); 2. Frederic Vialle (97); 3. Paul Malin (80); 4. Mickael Maschio (77); 5. Michele Fanton (53); 6. Brian Kjaer Jorgensen (49); 7. Colin Dugmore (44); 8. Philippe Dupasquier (41); 9. Massimo Bartolini (40/1); 10. Luigi Seguy (40); 11. Alex Belometti (39); 12. Stephane Roncada (38); 13. Andi Kanstinger (35); 14. Bob Moore (34); 15. Pedro Tragter (32); 16. Mauro Dal Lago (28); 17. Claudio Federici (26); 18. Erik Eggens (23); 19. David Vuillemin (21); 20. Marcel Van Drunen (19).

(Above) Britain's Paul Malin rode solidly and nailed down third place overall. (Right) Still hampered by his hand injury, American Bobby Moore continued his return to form by soldiering to fifth place overall.

Upcoming Rounds:
Round 5 - Kaposvar, Hungary, May 19
Round 6 - Yogyakarta, Indonesia, June 2

World Championship 500cc Motocross Series
Round 4: Portuguese GP

Kings 1-2

By Alex Hodgkinson

ARGANIL, PORTUGAL, MAY 12

The King brothers' assault on the world 500cc MX title continued in Portugal as the Kiwis won a moto each, finished 1-2 on the day and dislodged Joel Smets from the lead in the standings.

Big brother Darryll edged the first moto by less than a second from Shayne after Smets departed from their three-way tussle on the penultimate lap, but a second-race runaway for Shayne - as Smets was left to chase Bernd Eckenbach and first-moto winner Darryll could do no better than ninth - gave the KTM factory rider not only his third win in four GPs but also the series lead.

It was a rousing end to a harrowing week for King after two factory 368 KTMs with the KTC exhaust valve system were stolen from his transporter when his team stopped for a pizza on the way home from the previous weekend's French GP. Only four such motors have been built to date, and one intended for use during the second half of the campaign was quickly dispatched from the Austrian factory.

Trampas Parker showed the sort of form which suggests that he will soon be challenging for GP victory again as he recorded 5-8 moto finishes to advance to 10th in the standings. **CN**

Portuguese 500 GP
Arganil, Portugal
Results: May 12, 1996 (Round 4 of 12)

MOTO 1: 1. Darryll King (Hon); 2. Shayne King (KTM); 3. Peter Johansson (Hus); 4. Attilio Pignotti (Hon); 5. Trampas Parker (Hon); 6. Gert Jan Van Doorn (Hon); 7. Mikkel Caprani (Hus); 8. Rupert Walkner (KTM); 9. Jonte Engdahl (Hon); 10. Brian Wheler (KTM); 11. Christian Burnham (Hon); 12. Dietmar Lacher (Hon); 13. Bernd Eckenbach (Kaw); 14. Danny Theybers (Hon); 15. Dirk Geukens (Hbg)

MOTO 2: 1. Shayne King (KTM); 2. Bernd Eckenbach (Kaw); 3. Joel Smets (Hbg); 4. Johan Boonen (Hus); 5. Peter Johansson (Hus); 6. Dietmar Lacher (Hon); 7. Rupert Walkner (KTM); 8. Trampas Parker (Hon); 9. Darryll King (Hon); 10. Attilio Pignotti (Hon); 11. James Marsh (KTM); 12. Leonardo Leoni (Hon); 13. Danny Theybers (Hon); 14. Gert Jan Van Doorn (Hon); 15. Dirk Geukens (Hbg).

O/A: 1. Shayne King (KTM); 2. Darryll King (Hon); 3. Peter Johansson (Hus); 4. Bernd Eckenbach (Kaw); 5. Attilio Pignotti (Hon); 6. Trampas Parker (Hon); 7. Rupert Walkner (KTM); 8. Joel Smets (Hbg); 9. Dietmar Lacher (Hon); 10. Johan Boonen (Hus).

WORLD CHAMPIONSHIP 500cc MX SERIES POINTS STANDINGS (After 4 of 12 rounds): 1. Shayne King (119/3 wins); 2. Darryll King (112/1); 3. Joel Smets (104); 4. Peter Johansson (88); 5. Rupert Walkner (79); 6. Dietmar Lacher (62); 7. Gert Jan Van Doorn (53); 8. Bernd Eckenbach (46); 9. Franco Rossi (37); 10. Trampas Parker (32); 11. Jonte Engdahl (32); 12. Danny Theybers (31); 13. Attilio Pignotti (29); 14. Dirk Geukens (29); 15. Peter Dirkx (23); 16. Jacky Martens (21); 17. Erwin Machtlinger (16); 18. Mikkel Caprani (16); 19. Ronny Weustenraed (14); 20. James Marsh (14).

Upcoming Rounds:
Round 5 - Sverepec, Slovakia, June 2
Round 6 - Lierop, Holland, June 16

Briefly...

French GP winner **Shayne King's two factory KTMs** were **stolen** from his truck on his way home from Plomion last week when the Silent Sport team stopped for a pizza. It does not appear that the special 368s, two of only four produced to date with the KTC exhaust valve system, were targeted. Indeed it seems that they were only taken after attempts to break into teammate James Marsh's larger truck failed. One of the motors which was being reserved for the second half of the campaign was rushed from the factory and a second bike built from spare parts for the Portuguese GP.

For **Massimo Bartolini**, the GP season is over. The double winner of the opening GP in Italy had an **operation** on Tuesday (May 14) to remove both cartilages from his right knee and must rest for up to six months. The TM rider hopes to return for the Italian championships at the end of September.

Claudio Federici hopes to return at the French GP on June 16. The Italian Yamaha rider had crashed on Saturday at both the Swiss and Spanish GPs, damaging a shoulder at the former and breaking a wrist in Spain.

Bob Moore hopes to be back to winning speed by the French GP. "I had to pull out of the second race last week in Spain," Moore said. "They didn't insert a big-enough plate in my right hand when they operated, and it is healing slower than expected. I still need to wear a hand brace to protect the hand and that means I can only hold on with the top two joints of my finger at present."

Having missed all of last season after doctors failed to diagnose dislocated neck muscles and a restricted blood supply to the brain, **Marcus Hansson** scored his first GP points for 20 months at Lichtenvoorde but was confidfent even before racing. "There are about five riders who are faster than the rest," Hansson said. "But I feel I am now up to the speed of the rest. I just need a decent start." He was 14th in race two and would probably have takern a similar place in race one if not forced to withdraw because of sand in his eyes. The ex-500cc champ will not go to Indonesia and hopes that the Magic Bike team can provide him with a 250 for the Swedish GP that weekend.

Paul Malin will only take one of his factory engines to Hungary. "The bike to be flown to Indonesia has to be delivered to the airport in London by 12 noon Tuesday next week, and Steve (Malin's mechanic) will probably not get back before then," Malin said. It would appear, however, that there are different scheduling times for different countries as Jan De Groot said that Tortelli's Indonesia bike does not have to be at Eindhoven until May 23 (Thursday).

Dave Strijbos said that it will be another two months before his right knee is strong enough for him to race again, but that he will then be racing Yamaha for the German Kurz team. He also confirmed that the penalty for his exclusion from last year's British GP because of an infringement of the fuel regulations has been paid.

ENDURO
ECEA Enduro Series

Round 5: Ridge Run Enduro

Twisters in the boneyard

(Above) KTM's Mike Lafferty scored the overall win at the ECEA Ridge Run Enduro in New Jersey.
(Above right) Mark Spence was second overall but captured the AA-class win.
(Right) Bill Atkinson took High Point A honors in third overall on a Honda XR400.

By Paul Clipper, Trail Rider Magazine

STANHOPE, NJ, MAY 12

Michael Lafferty took a weekend off from his pursuit of the AMA National Enduro title to ride one of his home-circuit events and picked up another overall victory for his scrap book. Riding in conditions similar to what he'll find at the Rhody National next month, Lafferty took control of the Ridge Riders' 27th annual event right from the start. Although the Team KTM factory rider had to fend off challenges from Manassas Honda rider Mark Spence, as well as his two KTM-mounted brothers, Richard and Jack, he still came out on top by a comfortable three-point margin.

Although the competition was tough at the Ridge Run, the real threat was from the weather. Eighty-five-degree temperatures and balmy conditions early Saturday gave way to torrential rains and tornadoes as a cold front moved in. The resulting high winds twisted and buckled a few of the circus tents erected at the start location. The rain put an end to a potential dust problem, but then slickened up the top layer of soil into a fine grease that gave riders fits until better than halfway through the event. Sunday morning, temperatures barely topped 40 degrees and what could have been a hot, dusty ride became a slippery, cold thrash through a well-known and respected boneyard. But that's why they call it "enduro," right?

Lafferty started out at the top of his form Sunday morning, and quickly demonstrated the value of staying focused on the job at hand, regardless of conditions. Mark Spence, the ECEA's second-place finisher last year, was riding on the minute in front of Lafferty, and he admitted afterward to "Falling asleep on the job. No excuse!" Lafferty went on a charge immediately after the check-in to the long Allamuchy Mountain side of the course, and quickly caught up to Spence and passed him before Spence could react.

"When that happened, there was nothing I could do," said Spence. "All I could do was chase him, and it was just a little too fast and tight to risk a pass." The section wound up covering two checks, and by the check-out Spence had netted two more points than Lafferty. A brief timekeeping section following the check-three check-out allowed Spence to get back on time, and then at the check-four check-in, he pulled out all the stops. "I knew I had to get away from him, so I went crazy in the section, and wound up gaining back one of the points," Spence said.

So with just one point separating them, the scene was set for an afternoon battle between the ECEA number-one and number-two riders; unfortunately, on the way to the gas stop, Spence got a little too anxious and blundered into check six a few seconds early. The resulting burn added two more points to his score, which would prove to be a permanent handicap.

The afternoon half of the ride featured two points-taking sections for the fast guys (all the sections were points takers for most of the riders), but the sections were short, and Spence and Lafferty tied each other on points at each check. Familiar scenery for most ECEA riders were the gnarly rock uphill and powerline traverse on the way to the dreaded Spectator Hill, where all your friends, relatives and pit crews can watch you blow a hillclimb and wallow around in the loose rocks. It was lucky for everyone that this late in the day the ground was actually drying out, and mud was no longer a factor in the event. Lucky too that this year the club decided to forego the Black Hole mud section, instead bypassing it slightly higher up the hill.

The final section was a madcap three-mile dash around Ridge's famous MX special-test section that was used in the ISDE Qualifier a few years back. Just three miles long and alternating between maddeningly tight, technical portions and wide-open sand traps, the

section was just exactly what tired riders needed. Even Spence, chasing as hard as he could, suffered a quick tip-over in the unforgiving sand. He was hardly the only one.

At the finish it was Lafferty, with a 20-point card to show off, while Spence could muster no fewer than 23 points to his credit. Lafferty wound up with the Grand Champion trophy for all his trouble, while Spence had to be satisfied with first place in the AA class.

Third overall and first A rider of the day was Bill Atkinson, riding a Honda XR400. Atkinson rode actively in ECEA events for years, but then blew out his knee last year and spent the season recuperating. His 26-point finish was a testament to how effectively someone can come back from an injury, and was 20 points better than his closest competition in the A Four-Stroke class. Atkinson took home the High Point A trophy. Fourth overall was Mike's brother Richard Lafferty, riding a KTM 250 to a 29-point score, and fifth overall was Pennsylvanian Richard Shirk Jr., losing 31 points on his Kawasaki. They were scored second and third, respectively, in the AA class.

High Point B for the day was awarded to Steve Anderson, who turned in a 31 point score riding in the 250cc B class. Anderson's score was a full 10 points lower than any other B rider, and good enough to ensure him a spot in the top 10 overall. High Point C went to Jason Post, who dropped 79 points on the way to the finish. CN

Ridge Run Enduro
Stanhope, New Jersey
Results: May 12, 1996

GR CHMP: Michael Lafferty (KTM) 20.
HP A: Bill Atkinson (Hon).
HP B: Steve Anderson (Suz).
HP C: Jason Post (KTM).
AA: 1. Mark Spence (Kaw); 2. Richard Lafferty (KTM); 3. Rich Shirk Jr. (Kaw); 4. Ross Benson (Suz); 5. Jack Lafferty Jr. (KTM).
125 A: 1. Steven Michalski (Suz) 2. Joe Tavani (Yam); 3. Ellis Tomlin (Yam); 4. Greg Davies (Yam); 5. Mark Layne (G-G).
200 A: 1. Robert Mohn (Kaw); 2. Scott Ober (Kaw).
250 A: 1. Scott Chapkovich (TM); 2. Bob White (CRE); 3. Larry Poplin (Suz); 4. Brian Russell (Suz); 5. John Robbins (Kaw).
OPEN A: 1. Mike Slechta (CRE); 2. Dean Spencer (KTM); 3. Byron Culbertson (Hon); 4. Rich Kline (KTM); 5. Glenn Scherer (KTM).
4-STRK A: 1. Mark Hummel (Hon); 2. Erik Nijkamp (Hon); 3. Rich Seymour (Hon); 4. Darrin Russell (Hon); 5. Joe Wallace (Hon).
SR A: 1. Wayne Fontanazza (KTM); 2. Jim Smith (CRE); 3. Bill Johnson (Hon); 4. Tom Ebersole (Hon); 5. Dick Shirk (Hon).
S/SR A: 1. Gordon Razee (Hon); 2. Jack Lafferty Sr. (KTM); 3. Jack Schwarz (Kaw); 4. Gary Doerr (Kaw); 5. Charles Stapleford (KTM).
VET A: 1. James Gunselman (Yam); 2. Jim McCommon (KTM)
125 B: 1. Craig Copeland (CRE); 2. Eric Hannah (Hon); 3. Joe Marchesani (Yam).
200 B: 1. David Moorehouse (Kaw); 2. Richard Ohl (Kaw); 3. Eric Corbin (Kaw); 4. Jim Shainline (Kaw); 5. Mike Barr (Kaw).
250 B: 1. Tom Johnson (CRE); 2. Daniel Day (KTM); 3. Glenn Eggert (Kaw); 4. John Parkinson (Kaw); 5. Bob Solomon (KTM).
OPEN B: 1. Mike Sigety (KTM); 2. Brad Barr (KTM); 3. Al Switzer (KTM); 4. James Reber (Kaw); 5. Joe Galie Jr. (KTM).
4-STRK B: 1. Jeff Jensen (Hus); 2. Ken Zabroski (Hon); 3. Chris Schultz (Hon); 4. Jacob Coy (Suz).
SR B: 1. Kerry Koeller (TM); 2. Charles Autenrieth (Suz).
S/SR B: 1. Len Rehatchek (Kaw); 2. Tim Stibitz (Hus).
VET B: 1. Dave Maco (Suz); 2. David Seipel (KTM); 3. Tom Glennin (KTM); 4. Charles Insel (Suz); 5. Tom Van Decker (Hon).
200 C: 1. Chris Conklin (Kaw); 2. Kevin Cammon (Kaw); 3. Ray McKown (Kaw); 4. Dave Zabrowski (Kaw); 5. Ray Strohm (Yam).
250 C: 1. Camen Tino (Kaw); 2. John Keich (Hus); 3. William Vandermark (Suz); 4. William Fiore (Suz); 5. Reinhard Haeusser (KTM).
OPEN C: 1. Robert King (KTM); 2. Rich Vilasi (KTM); 3. Jason Forte (Kaw).
4-STRK C: 1. Art Faulkner (Hon); 2. Troy Coopersmith (Hon); 3. Michael Elston (Suz); 4. Chuck Potts (Suz); 5. Chris Thorsen (Hon).
VET C: 1. Will Shuttleworth (Hon); 2. Dean Kreismer (Suz); 3. Theodore Vanderhorst (Hon); 4. Craig Lambert (Yam); 5. Dennis Espinosa (KTM).
MSTR: 1. Joe Galie (Yam); 3. Robert Hoover (Hon);
TEAM: 1. CJCR Good; 2. Tri-County Hammer; 3. Meteor Comets; 4. DER #1; 5. CJCR Ugly.

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Fort William, Scotland

Lampkin unstoppable at SSDT

(Left) Beta's Doug Lampkin was in a class of his own at the 1996 SSDT. He only dropped three points after six days of riding. (Right) Graham Jarvis had a great week on his Scorpa, pushing Lampkin all week long. He ended up with a 10. (Below) Steve Colley had a nightmare on Friday, dropping 19 points in the process. He dropped from second to fourth for a total of 31.

By John Dickinson

FORT WILLIAM, SCOTLAND, MAY 6-11

The Scottish Six Days Trial is the most famous motorcycle trial in the world - it is also one of the oldest as the first was staged way back in 1911. 1996 saw the 74th running of the SSDT (the World Wars account for the missing years) and it was certainly a stressful one for the organizing Edinburgh club. Modern trials bikes, being designed ever lighter and potentially less durable, were being seen to be less and less suited to long-distance events like the SSDT.

Last year there were some horrendous mechanical failures with the majority centered upon the liquid-cooling systems. Small engine-coolant capacity and small radiators getting blocked with mud on the moors - and then riders thrashing the boiling bike down the road - brought about mechanical carnage. Red-hot motors buckled cylinder heads, distorted barrels, ruined pistons and even had main-bearings turning in their crankcases. On top of that, entries had fallen to just 185 - a far cry from the late '70s when well over the allotted starting number of 300 riders had applied.

Was it the beginning of the end for a motorcycling institution? Thankfully, no. At least this is the initial feeling. Entries for 1996 were in fact up from last year, with an eventual 205 riders weighing their machines in on Sunday, May 5, ready for the Monday morning start.

And by the end of the week, only a dozen riders had retired - and hardly any from mechanical problems. A virtually dry week, weatherwise, and unusually dry conditions out on the moors gave the bikes and riders an easy time, and the high finishing rate should ensure an even bigger, better entry for the 75th anniversary next year.

The win would seemingly have to go to one of the "Big Three" British riders: Doug Lampkin riding his Beta, winner for the past three years; Gas-Gas mounted Steve Colley, winner for the previous two years; or the on-form Graham Jarvis, who has forced the French-built Scorpa into the headlines this year. Outsiders were former four-time winner Steve Saunders on a Gas-Gas and Beta-mounted Rob Crawford, twice runner-up and twice third in the event. The chance of top Spanish riders competing (Marc Colomer especially wanted to ride) was thwarted by a date clash with a Spanish Championship Trial.

The fact that Lampkin eventually won with an incredibly low score of just three marks lost for the week just shows the almost unbelievably high standard he is currently achieving. Compare Lampkin's total of three with 10-place finisher SSDT specialist Phil Alderson's 90, and you get some idea of the level Lampkin is currently riding at.

The SSDT is based in the highland town of Fort William, which nestles under Great Britain's highest mountain Ben Nevis (where *Braveheart* was filmed). Each day's multi-mile loops featured road sections and tough moorland crossings with 30 observed sections in small groups along the way. The shortest day - the final one - was 67.5 miles, while the two longest courses measured no less than 114 miles.

In winning last year, Lampkin lost just five marks and as he approached the 1996 trial his thoughts were on staying clean the entire week. "I love this place," Lampkin said. "It is really special to me." It is special to the entire Lampkin family. His dad Martin won the SSDT three times on a Bultaco in 1976, '78, and '79. His uncle Alan (Sid) won back in 1966 on a BSA, and uncle Arthur took the win in 1963 on a BSA. Some family pedigree!

Monday's 65 miles for starters was designed to ease everyone into the trial with virtually no off-road work. The 30 sections were also aimed at easing riders into the week with the exception of the second section at Blackwater. Lampkin kept his clean sheet courtesy of the only clean from the 205 attempts on the slippery rock slabs that worsened as more and more mud was left on the rocks by each competitor.

Colley parted with his sole mark for the day and was matched here by Rob Crawford, Dan Hemmingway (Doug's cousin) and SSDT first-timer 17 year-old Dan Clarke. Jarvis was credited with a 5 which saw him finish the day on a 7, but a protest by his team manag-

er Malcolm Rathmell - on a technicality - was to hang in the air all week until the 5 was eventually removed from his score late on Friday. This would put an entirely different slant on the outcome on the final day.

Tuesday saw a vastly toughened course which was 114 miles around and included two major moorland crossings. Lampkin kept his clean dream alive, and this included mastering all four of the tough Creag Lundie sections. He was matched here by Colley, Crawford, Jarvis, and 370 Gas-Gas mounted John Shirt. Jarvis was to drop just one point for the day.

Wednesday was a short, easy-going 68-mile day that was loved by the club riders who make up the bulk of the entries. It was not loved by Lampkin, though, who dropped his first mark of the week in the third section of the day at the barely-pronouncable Stob Coire Eirghe (like many Scottish sections, it retains its Gaelic name). His dad Martin's instant quote was: "You'd have thought there'd been a death in the family. He wasn't happy." The six-day clean dream was gone. Lampkin got one mark for the day, and it was topped by Jarvis who alone kept his feet to himself as Colley joined Lampkin with a dab.

Thursday saw the week's longest and toughest route with over 114 miles to go, 50 percent off road. With rider's starting early on a rotation system, so the same riders didn't have to ride first each day, it was Lampkin's turn to get out of bed early and sort out the hazards. One of the toughest sections of the day was the third in the opening group at Chairlift, where Lampkin dropped his second mark. Jarvis, Colley, Crawford, and veteran French rider Michel Front cleaned all three sections.

Lampkin lost another point way out in the wilds at Coire Nam Miseach to make it a 3 for the week. Jarvis again could do no wrong, and yet another clean day saw the Scorpa rider ease ahead of Colley into second place, although, both riders were on eight points for the week.

Friday is known as "road race day," as virtually all of the 94 miles were on asphalt as the riders traveled around the incredibly beautiful Moidart Peninsula. It was beautiful for Doug as he refound his clean-everything formula, including the hardest section of the week - the big step in the slippery Pipers Burn. Jarvis lost two more points to bring his total to ten.

Colley's week turned sour on him when he took a 5 in the opening group for the day, Doire Dhamh. After this, he seemed to lose all concentration, rushed on, didn't look at the sections, and ended the day with 19 for a total of 27.

It looked to be over, with Doug seven points ahead of Jarvis going into the last day. But Saturday morning brought race news that Jarvis had his Monday 5removed from the score sheet on a technicality. The Scorpa rider was only two points behind now.

In the end, Lampkin won by a comfortable margin of seven marks as he bagged the day's only clean performance, while Jarvis squandered 5 odd dabs around to finish with a 10. Crawford wound up with a 26, which was good enough for third. CN

Scottish Six Days Trial
Fort William, Scotland
Results: May 6-11, 1996

1. D. Lampkin (Bet) 3; 2. G. Jarvis (Sco) 10; 3. R. Crawford (Bet) 26; 4. S. Colley (G-G) 31; 5. S. Saunders (Bet) 41; 6. W. Braybook (Mon) 60; 7. J. Lampkin (Bet) 66; 8. J. Shirt (G-G) 71; 9. M. Richards (Bet) 86; 10. B. Hemingway (Bet) 90; 11. P. Alderson (Yam) 90; 12. A. Hudleston (Yam) 91; 13. D. Hemingway (Bet) 100; 14. C. Caas (Mon) 120; 15. A. Lettenbichler (Bet) 124.

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HARE SCRAMBLE
NETRA Hare Scrambles Series

Round 3: CATRA

Hines fishes out win

(Left) An overabundance of moisture turned the CATRA Hare Scrambles into a survival run. (Above) Josh McLevy was in contention for the win before crashing and damaging his radiator. (Below) Winner Kevin Hines leads McLevy and runner-up Tom Norton at the end of the first lap.

By Cheri Alix

FISHOUSE, NY, MAY 12

Snow in May? Evidently, anything is possible in upstate New York. The conditions in the East for riding this year have been wet and muddy, and this year's CATRA race was just that. The area hasn't seen sun in weeks. Luckily the terrain is loaded with rocks, keeping the ground solid and ridable - well, at least if you're from the Northeast you'd consider it ridable.

CATRA is known as the nastiest track in the East, as the course consists of nothing but ruts, roots, rocks and mud holes. Just what the top New England riders like and many were in attendance.

After a wet GNCC race in Brownsville, Pennsylvania, the day before, NETRA Hare Scrambles champ Tommy Norton, NETRA Enduro champ Kevin Hines and former champ Scott Phelps all were ready to do battle again. Luckily the skies cleared just before the start and it actually got warm - reaching about 40 degrees. The race was originally scheduled for six laps around the 6-mile course, but due to the conditions it was cut short to only four laps.

At 1:15 p.m. the flag went up, with Manchester Honda's Josh McLevy getting the holeshot followed by Todd Levesque. Last off the line were CRE rider Hines and SCR/Yamaha's Norton, but they quickly began working up to the front of the pack and, before the lap was half over, the Scott/Bel Ray-sponsored Norton took over the lead with Hines close behind. Norton stretched his lead to 10 seconds but went down in a rut, allowing McLevy, Levesque and Hines to get by. McLevy took a bad line going through a swampy section, allowing Levesque and Hines to get by before settling into third.

Meanwhile, Norton had recovered from his crash and soon had control of fourth place.

By the end of the lap, it was Levesque - who won the Lembo Lake race last month - leading the pack of Hines, McLevy and Norton. The four riders had a 24-second lead over fifth-place Wes Clarke. Phelps, who usually rides a Yamaha was back in sixth place on a borrowed Kawasaki.

The course was completely devastated before they headed out on the second lap. There were ruts everywhere with running water coming down every hill. The swamp sections were full of standing water, making it anyone's guess as to what was lurking at the bottom.

Luckily, with the smaller-than-normal turnout of riders, lappers were not a problem for the front-runners, allowing for an all-out battle against the elements and each other. The four front-runners continued trading places throughout the second lap until Levesque went down, allowing McLevy, Norton and Hines to pull away. Hines soon went down, too, and Norton ran over his bike. No damage was done and the CRE rider was back in the hunt, taking over the lead once again before the end of the lap. Mclevy slid back into second coming around only five seconds behind Hines. Norton was in third down another five seconds back. Norton was also running a stock tank and had to make a pit stop for gas. With barely being able to make the 24-mile race on a stock tank, he wasn't going to push it. After only a 16-second pit for gas and goggles, Norton was able to get back out and catch up to Hines and McLevy. Levesque was back in fourth down 30 seconds, but he had to pit for gloves and goggles putting him back another 30 seconds and out of the lead pack.

"My pit took so long," a disappointed Levesque said. "Once I was out of the pack, I was unable to keep up the pace."

McLevy was also soon out of contention. After swapping through a rock section, he laid it over and smashed his radiator. Even after a worse-than-expected finish, McLevy still had a smile on his face, "I'm psyched," he said. "I was keeping up with the big guys."

Hines and Norton continued swapping places till the final lap when Norton did a wild crash on a cart road, allowing Hines to pull away and take the win. Norton took second down some 90 seconds from Hines. Levesque held onto third about two minutes back. Making for a spectacular finish was KTM rider Brian Tucker and Scott Phelps. The two riders came flying out of the woods banging bars through the last turn. Tucker held it on till the flag, just barely edging out Phelps for fourth place overall.

Expert 250cc rider Arther Menzel was the top-placing A rider taking ninth overall, while Amateur 250cc rider Chad Hedges took the B High Point award. Hedges and Brian O'Neil, also a 250cc rider, were the only two Amateur riders to complete all four laps.

Earlier in the day, Honda 125cc rider Ronald Daniels took the C-class win, edging out 250cc rider Jason Stella on adjusted time. Stella took the holeshot and held the physical lead for the entire race.

In the Junior event, it was Yamaha rider Brian Lawson taking the win with a comfortable margin over Eric Rouqeau. Jason LaRocco took the win in the Mini class. In the Women's class, it was Michelle McKinnon taking the class win and being the only rider in her class to complete all laps. CN

CATRA Hare Scrambles
Fishouse, New York
Results: May 12, 1996 (Round 3 of 18)

GRAND CHAMP: Kevin Hines (CRE).
A O/A: 1. Arthur Menzel (Kaw).
B O/A: 1. Chad Hedges (Hon).
C O/A: 1. Ronald Daniels (Hon).
AA: 1. Tom Norton (Yam); 2. Todd Levesque (Yam); 3. Brian Tucker (KTM); 4. Scott Phelps (Kaw); 5. Patrick Timothy (Hon).
250 A: 1. Kevin Paine (Hon); 2. Rory Eastman (Hon); 3. Harry Grant (Yam).
200 A: 1. Ken Law (Yam); 2. Luke McNeil (KTM); 3. Hans Neff (KTM).
VET A: 1. Russell Bain (Hon); 2. Douglas Hansen (Hon).
OPEN A: 1. Jim Simcock (ATK); 2. Mark Budick (KTM); 3. Paul Planquart (Hon).
SR A: 1. Jerry Randall (Hon).
4-STRK A: 1. Chris Moore (Kaw).
250 B: 1. Brian O'Neil (Kaw); 2. Rob French (KTM); 3. Chris Tooker (Yam); 4. Jim Cooney (Suz).
200 B: 1. Doug Stroh Jr. (Yam); 2. Matt Jalbert (Yam); 3. Brian Lawson (Yam); 4. Derek Carpenter (Hon).
VET B: 1. Harold Bowen (Kaw); 2. Art Randolph (Yam).
OPEN B: 1. Adams Mathews (KTM); 2. Doug Walter (KTM).
SR B: 1. Tim Moore (KTM).
250 C: 1. Jason Stella (Hon); 2. Brian Savole (Yam); 3. Glen Larocque (Suz); 4. Michael Coleman (Hon); 5. Richard LaRiviere (KTM).
200 C: 1. Doug Fox (Kaw); 2. Keith Roberts (Kaw); 3. James Maquire (Kaw).
125 C: 1. Craig Kuzia Jr. (Suz); 2. James St. Laurent (KTM); 3. Edward Ives (Suz).
OPEN C: 1. Sean O'Donovan (Hon); 2. Brian Ericson (Hon).
VET C: 1. Eric Reinhard (KTM); 2. David Kanney (KTM); 3. Patrick Armstrong (CRE).
SR C: 1. Tim Sylvester (Yam).
4-STRK C: 1. Woody Carpenter (Hon); 2. Nathan Hubbard (Hon); 3. Floyd Marnard (Hon).
WMN: 1. Michelle McKinnon (Hon); 2. Dawn Shayer (Hon); 3. Kim Merchant (Hon).
JR: 1. Brian Lawson (Yam); 2. Eric Rouqeau (Yam); 3. Jonathan Choquette (Hon); 4. Jesse Berthiaume (Kaw); 5. Jim Wesolowski (Yam).
MINI: 1. Jason LaRocco (kaw); 2. Brian Choquette (Yam); 3. John Moore (Suz).

Upcoming Rounds:
Round 4 - Chepachet, Rhode Island, May 19
Round 5 - Thomaston, Connecticut, June 16

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11 Annual

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Sign up: 6:30 am
Practice: 8am
Info: Bob Leach
541-928-4474 or
541-924-0475

2
JUNE 15 & 16
RICHLAND, WA.
Gates Open: 6am
Sign up: 6am
Practice: 8am
Info: Lee Collins
206-854-0769

3
JUNE 22 & 23
RAYMOND, WA.
Gates Open: 6:30am
Sign up: 7am
Practice: 9am
Info: Robert Klemp
360-942-5674

4
JUNE 29 & 30
PORT ANGELES, WA.
Gates Open: 6am
Sign up: 7am
Practice: 8:30am
Info: Tom Hines
360-457-0275 or
360-457-6545

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AMATEUR ENTRY FEE: $20.00
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Round 4: Glen Helen Raceway

Feelin' Young again

(Left) KTM's Mike Young recorded his second 4-Stroke National MX victory in as many weeks at Glen Helen. He went 3-2.
(Right) Spud Walters took runner-up honors on a Honda XR400.
(Below) KTM-mounted Brian Manley led from start to finish in the first moto but could not repeat that performance in the second moto, where he finished seventh.
(Below right) CCM's Billy Liles, here being stalked by second-moto winner Lance Smail, went 4-6 for sixth overall.

By Kit Palmer
Photos by Kinney Jones

SAN BERNARDINO, CA, MAY 13

The fourth round of the AMA Western 4-Stroke National MX Series thundered into sunny Southern California's Glen Helen Raceway and provided plenty of entertainment for the huge crowd that came out for the fourth round of the National MX Series, as well as the four-stroke race. For the second week in a row, Husaberg's Mike Young walked away with the overall victory despite not winning a moto. Young, fresh off his victory the previous week at the Hangtown National, combined 3-2 moto finishes to grab the overall win and maintain his lead in the series point standings over KTM's Lance Smail.

Smail, who has proven to be the fastest guy on the four-stroke circuit but also the most inconsistent, had an up-and-down day at Glen Helen. Smail fell early in the first moto and had to spend the entire 20-minute-plus-two-lap moto making up for his blunder. He climbed through the pack to finish an impressive seventh but lost any real chance he had of nabbing the overall win for the day. Smail came from behind to win the second moto, but his lopsided 7-1 tally held him back to third on the day.

Finishing sandwiched between Young and Smail was Honda XR400-mounted Spud Walters. Like Young, Walters put together two solid performances, putting up a 2-3 in the day's results column.

Brian Manley, who always seems to disappear from the racing only to suddenly reappear and pick up where he left off - up front - won the first moto with relative ease. But he had help along the way with Smail crashing, and series regular Micky Dymond also going down then pulling out of the race with a sticking throttle. Still, Manley rode well, maintaining his distance on Walters throughout the long and hot moto.

Manley, riding an FMF KTM, grabbed the holeshot in the second moto but would slip back to sixth before it was all over, laying claim to fourth overall.

Manley's day didn't go by without a little bit of controversy, as he was asked by an AMA official between motos to tuck in his jersey before his race. His loose-fitting SMP riding apparel evidently did not impress AMA officials who thought that his riding gear went outside the boundary of the AMA's "dress code" and, more importantly, was a hazard to the other riders. Manley reluctantly complied in the second moto. 125cc National MX entrant Tommy Clowers, who has been wearing the baggy LBZ riding all season, was reportedly asked to comply as well, though he did not have to worry about it too much since he did not qualify for the day's two-stroke National program.

Fifth overall on the day went to CCM's top-placing rider, Terry Fowler, who finished fifth both times out. Fowler's teammate, former GP racer Billy Liles grabbed sixth. His best performance came in the first moto when he finished fourth, then followed that up with sixth. Seventh overall went to KTM rider Jimmy Lewis with a pair of eighths, while Gary Dircks edged out fellow Husaberg rider Micky Dymond for ninth.

Smail's bid for the overall went out the window just a few turns into the first moto. While running about fifth, Smail laid his bike over in a turn, and his KTM came to rest flat on its side with the bike's wheels higher than the rest of the bike. "I just coned," he said. "I have nobody to blame but myself."

By the time Smail got the bike upright, the pack had all ready thundered by, and to make matters worse, he couldn't get his big thumper started. When it did finally come to life, all that Smail could do now was salvage as many points as he could. He had to be content with seventh-place points.

Meanwhile, Manley, his shirt-tail

flapping in the breeze, was enjoying a comfortable lead over Walters, aboard his punched-out, 416cc White Brothers-prepped Honda XR400. Manley and Walters remained separated by about five seconds for much of the race with Manley hanging on for the win over Walters.

Young spent nearly the entire race all alone in third, while ATK's Myers held down fourth - for a while. Myers was eventually passed by CCM riders Fowler and Liles.

Once by Myers, Fowler and Liles engaged in a heated duel that lasted a number of laps before Liles made the big pass and held on to finish fourth, just ahead of Fowler. Myers settled for sixth, far ahead of Smail and Lewis.

Dymond pulled off the track early in the race after having crashed, which resulted in his throttle sticking in the subsequent laps. "With the big hills and the drop-off jump, I didn't want to be riding around with a sticking throttle," said Dymond. "I thought it was best to pull off."

In the heat of the afternoon, Manley grabbed the holeshot in the second moto ahead of Young, Myers, Walters, Liles and Dymond, but by the completion of the first lap, Young had relegated Manley to second and began stretching out his lead. Back in seventh was Smail, but he wouldn't stay there for long. The KTM pilot slowly but surely worked his way up through the pack and by the sixth lap was running second and gaining rapidly on leader Young. Shortly thereafter, Smail darted into the lead and pulled away from Young.

Smail made it look easy on the now rough, dry and dusty Glen Helen track, as he cruised to victory. But it was Young's day, as his unchallenged second-place finish in the moto was more than enough to secure the overall win, his second victory in as many weeks.

Walters broke free from an early skirmish with Dymond, Liles and Manley to hold down third place at the checkered flag. His 2-3 moto tally on his Honda XR400 gave him second overall. A distant fourth in the moto went to Dymond, followed by Fowler who got off to about a 10th-place getaway.

Sixth went to Liles, while Manley faded back to seventh. Lewis, Husky rider Don Franklin and Myers rounded out the top 10.

By recording his second win of the series, Young now enjoys a fairly comfortable lead over Smail, 180-163. The series resumes June 8 in Boise, Idaho. CN

Glen Helen Raceway
San Bernardino, California
Results: May 13, 1996 (Round 4 of 8)

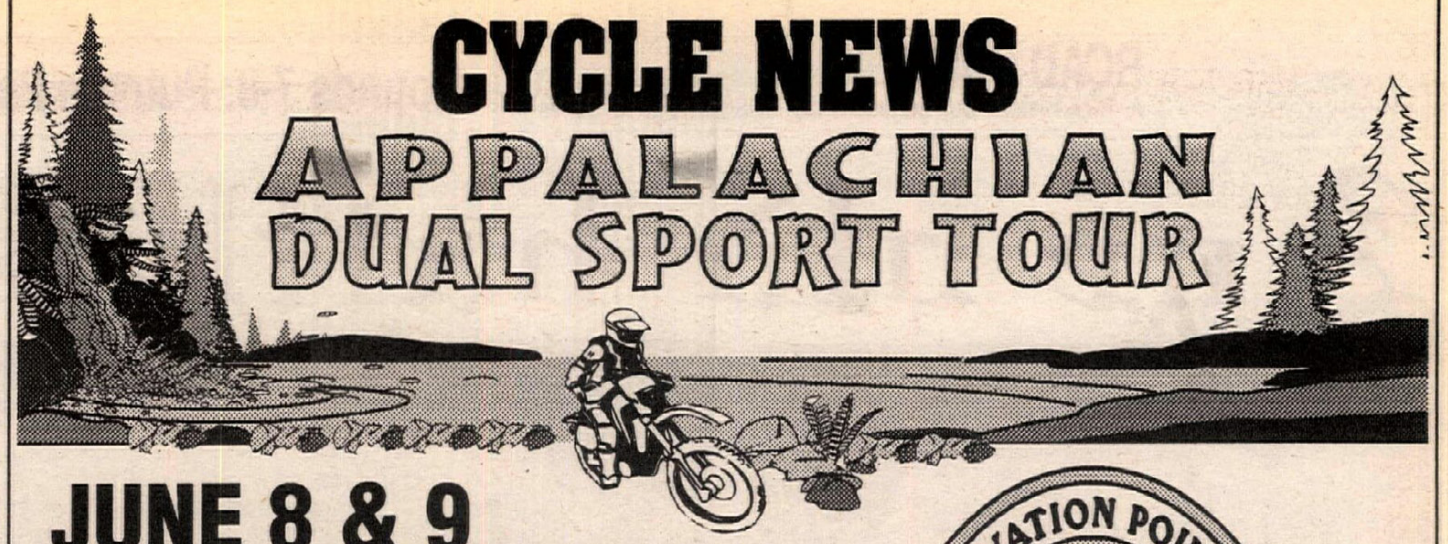
MOTO 1: 1. Brian Manley (KTM); 2. Spud Walters (Hon); 3. Mike Young (Hbg); 4. Billy Liles (CCM); 5. Terry Fowler (CCM); 6. Scott Myers (ATK); 7. Lance Smail (KTM); 8. Jimmy Lewis (KTM); 9. Gary Dircks (Hbg); 10. Eric Wright (Hon); 11. Drey Dircks (Hbg); 12. Dave Coupe (KTM); 13. Steve Rawson (Hus); 14. Don Franklin (Hus); 15. Dana Brey (Hon); 16. Micky Dymond (Hbg); 17. Gordon Ward (CCM).

MOTO 2: 1. Lance Smail (KTM); 2. Mike Young (Hbg); 3. Spud Walters (Hon); 4. Micky Dymond (Hbg); 5. Terry Fowler (CCM); 6. Billy Liles (CCM); 7. Brian Manley (KTM); 8. Jimmy Lewis (KTM); 9. Don Franklin (Hus); 10. Scott Myers (ATK); 11. Gary Dircks (Hbg); 12. Dana Brey (Hon); 13. Eric Wright (Hon); 14. Drey Dircks (KTM); 15. Steve Rawson (Hus); 16. Dave Coupe (KTM); 17. Gordon Ward (CCM).

O/A: 1. Mike Young (Hbg); 2. Spud Walters (Hon); 3. Lance Smail (KTM); 4. Brian Manley (KTM); 5. Terry Fowler (CCM); 6. Billy Liles (CCM); 7. Jimmy Lewis (KTM); 8. Scott Myers (ATK); 9. Gary Dircks (Hbg); 10. Micky Dymond (Hbg); 11. Don Franklin (Hus); 12. Eric Wright (Hon); 13. Drey Dircks (KTM); 14. Dana Brey (Hon); 15. Steve Rawson (Hus); 16. Dave Coupe (KTM); 17. Gordon Ward (CCM).

AMA WESTERN FOUR-STROKE MX SERIES POINT STANDINGS (After 4 of 8 Rounds): 1. Mike Young (180/2 wins); 2. Lance Smail (163/2 wins); 3. Spud Walters (114); 4. Micky Dymond (96); 5. (TIE) Gary Dirks / Dave Coupe (90); 7. Terry Fowler (87); 8. Drey Dirks (85); 9. Scott Myers (80); 10. Jimmy Lewis (75).

Upcoming Rounds:
Round 5 - Boise, Idaho, June 8
Round 6 - Mammoth, California, June 23



JUNE 8 & 9
TOUR 3
ELIZABETH, WV

The Third Round is held at Camp Barbe for the Starvation Point Ride. Folklore has it that during the Civil War, an infantry of Confederate soldiers were surrounded on a hillside, where they were starved-out by the Yankees - hence the name. But not to worry, we promise plenty of food and fun for the third round of the Appalachian Dual Sport Ride.

STARVATION POINT '96 DUAL SPORT TOUR

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AWARDS
(Only 2-Day Participants eligible)

SATURDAY
SILVER FOX (Oldest Rider)
VINTAGE
(Oldest Bike -MUST be LEGALLY Licensed)
IRON BUTT
(Longest Distance on Bike to Event)

SUNDAY
DUNLOP SCAVENGER HUNT
(Winner wins four car tires!)
POKER RUN: Riders (Top 10 Hands)
Passengers (Top 3 Hands)
HARD LUCK
SPORTSMANSHIP

SCHEDULE OF EVENTS:

Friday:	6-9PM	Registration at Headquarters
Saturday:	7-8:30AM	Registration
	8:30AM	Mandatory Riders' Meeting
	9:30AM	Last Check- Out
	6:00PM	Last Check-In
	6:00PM	**Cycle News* Dunlop* Answer*KTM* Acerbis* Suzuki*** DINNER, Contingency Prizes & Awards. FREE to all 2-Day entrants (Family & Friends welcome for additional fee)
Sunday:	7-8:00AM	Registration
	8:30AM	Mandatory Riders' Meeting
	9:00AM	Last Check- Out
	3:00PM	Awards

AMA

PRE-ENTRY FEES:

2-Day Rider:	$75.00
1-Day Rider	$35.00
2-Day Passenger	$40.00
1-Day Passenger	$20.00
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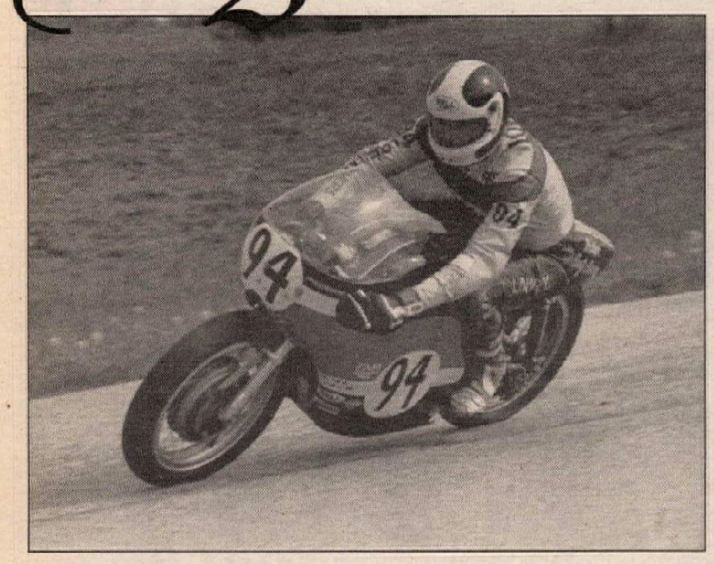
Rounds 7-8: Putnam Park

Age-old battles



(Above) Harley-Davidson KR750-mounted Rusty Lowry went three for four during rounds seven and eight of the AHRMA Historic Cup Series at Putnam Park. Lowry's tougest challenge came when he narrowly defeated Andrew Tarnik for the 500cc Premier win on Saturday.
(Above right) The muddy conditions at Putnam Park didn't stop Darren Emswiler from claiming victory in the Sportsman 125 and 250cc classes at round five of the AHRMA Vintage Iron Motocross Series. Conditions forced AHRMA officials to shorten the event to one moto per class.

By Matt Benson

MOUNT MERIDIAN, IN, MAY 11-12

It was like stepping back three decades to those classic battles between American horsepower and British handling.

Here was Rusty Lowry on his GMA All-American Racing 1968 Harley-Davidson KR750, dogged by Andrew Tarnik on a 1960 BSA Gold Star 500. The side-valve V-twin would hammer open a decent lead down the straights, but in Putnam's twisties the thumper would erase the margin. Coming around turns nine and 10, leading to the long front straight, Tarnik would ride the Beezer around the outside of Lowry and into the lead.

Tarnik did it three laps in a row during Saturday's 500cc Premier race during round seven of the AHRMA Historic Cup Series at Putnam Park, and each time it wasn't until well past where the starter stood that Lowry could snatch back the lead. The white flag waved the next time around, and it was obvious the Harley rider was working to open a bigger margin. But then, coming into the last pair of sweeping turns, Tarnik caught up again and looked poised to repeat his outside pass.

Lowry, however, didn't intend to let it happen. He took a wider line through the final set of turns, denying the BSA rider a chance at the pass and holding the lead to the checkered flag. Tarnik did get his taste of glory, beating Lowry - this time aboard a '60 KR750 - in Saturday's Classic '60s race. Though he hinted of secret speed tweaks to be performed back at the motel, Tarnik finished second to the Harley rider in both events on Sunday.

"That's the most fun racing I've had in a long time," Lowry said of his Saturday battles with Tarnik.

Heavy weather moved through central Indiana during Friday's practice day. When it was time to race, Saturday and Sunday were dry but cool and breezy. A complete National program was run each day on the 1.8-mile circuit, with 240 vintage and Sound of Singles/Battle of Twins/British-European-American Racing Series entries on Saturday and 225 on Sunday.

Another good two-day clash among the vintage riders was the Formula 750cc battle between Norton-mounted Bob Goodpaster and Will Harding on a Moto Guzzi. Each time, Goodpaster held the early lead, only to see Harding finally work his way past as the race neared its end. And each time Goodpaster turned up the heat on the last lap to regain the lead. Sunday's race saw the Expert Motorcycle Works rider dive under Harding in the last set of turns, holding on for a narrow win.

Among the modern bike classes, Les White was dominant on a Ducati 900. He did it in the BOT Formula 1 and BEARS divisions on Saturday, as well as in Sunday's BEARS event. And it looked as though he would do it in Sunday's F-1 race too - until his bike suddenly slowed near the end of the event, allowing Pete Johnson and Bill St. John to take over the top two spots. White held on for third.

Behind White in Saturday's BEARS event was the modern equivalent of the clashes between Lowry and Tarnik. This time it was Sven Bley using a Rotax 600-powered NWS to reel in and pass Johnson's 1200cc Guzzi for second. Bley also rode the NWS to a pair of SOS F-1 class wins, and he also was victorious in Sunday's SOS Two-Stroke race on a Honda RS125. Johnson and his big Guzzi logged a lot of track time for the weekend, winning a pair of BOT classes, placing second three times and turning in one third-place finish.

James McGregor was three for four on a '69 Honda 350 in the Sportsman 350 and 500cc ranks. In Saturday's 500cc race, he was hounded by Tom Antor on a BSA 500 single. That was the closest anyone would get McGregor until the same event on Sunday, when he retired with bike problems and James Swartout went on to win a thriller over Harold Page Jr. with class champ Tim Stancill close behind.

In other vintage action, Rick Merhar came out ahead in a back-and-forth F-250 race on Saturday against Chip Larkby. Merhar took the class win again on Sunday, along with Sunday's BOT Two-Stroke victory. The number-one plate holder fared less well in the F-500 division, running off into the muddy infield while dueling for second with Rick Newman on Saturday and finishing fourth on Sunday. Blaine Bahm took his Yamaha to the F-500 division win both days.

Yamaha rider Larry Kirby came back from his brief retirement from racing to sweep the Sportsman 750cc class for the weekend, along with 200cc GP class on Saturday. Erich Bley and his '39 BMW 500 were the pair to beat in Pre-1940 and Class C clashes, although Carlton Palmer II did it with his '50 Vincent Grey Flash in Sunday's Class C event. Jay Richardson was unbeatable in both 250cc GP and 350cc GP divisions all weekend. CN

Putnam Park
Mount Meridian, Indiana
Results: May 11-12, 1996 (Round 7-8 of 17)

Saturday

200 GP: 1. Larry Kirby (Yam); 2. Chuck Davis (Hon); 3. Michael Gontesky (Duc); 4. Bruce Clark (Yam); 5. David Naegele (Hon).

250 GP: 1. Jay Richardson (Duc); 2. Kemp Archibald (Duc); 3. Kenneth Baker (Duc); 4. Michael Gontesky (Duc); 5. Chuck Davis (Hon).

350 GP: 1. Jay Richardson (Duc); 2. Kemp Archibald (Duc); 3. Johnny Demoisey (Tri); 4. Craig Breckon (Duc); 5. Stuart Carter (Duc).

500 PREM: 1. Rusty Lowry (H-D); 2. Andrew Tarnik (BSA); 3. Geoff Ryan (Tri); 4. Randolph Stoike (Tri); 5. David Rhynehart (Hon.

PRE-40: 1. Erich Bley (BMW); 2. Doc Batsleer (Ind).

CLASS C: 1. Erich Bley (BMW); 2. Carleton Palmer II (Vin); 3. Doc Batsleer (Ind); 4. Lonnie Harmon (Tri).

CLSC '60s: 1. Andrew Tarnik (BSA); 2. Rusty Lowry (H-D); 3. Randolph Stoike (Tri); 4. John Cygnor (H-D).

F-250: 1. Richard Merhar (Yam); 2. Chip Larkby (Yam); 3. George Taylor (Yam); 4. John M. Louck (JML); 5. Bruce Clark (Yam).

F-500: 1. Blaine Bahm (Yam); 2. Rick Newman (Yam); 3. Dave Rosno (Hon); 4. Brad Palmer (Yam); 5. Chip Larkby (Yam).

F-750: 1. Robert Goodpaster (Nor); 2. Will Harding (Guz); 3. Al Charles (Tri); 4. Calvin Lewis (Nor); 5. Kenneth Baker (Duc).

SPTMN 350: 1. James McGregor (Hon); 2. James Swartout (Hon); 3. Timothy Stancill (Hon); 4. Harold Page Jr. (Hon); 5. Donald Rutkowski (Hon).

SPTMN 500: 1. James McGregor (Hon); 2. Tom Antor (BSA); 3. Timothy Stancill (Hon); 4. Harold Page Jr. (Hon); 5. James Swartout (Hon).

SPTMN 750: 1. Larry Kirby (Yam); 2. Todd Welch (Tri); 3. John Ellis (Yam); 4. Tom Antor (BSA); 5. Steve Staser (Yam).

F-VINT: 1. Dave Rosno (Hon); 2. George Fitz (Hon); 3. Calvin Lewis (Nor); 4. Brett Blacketer (Yam); 5. Robert Jacobs (Ric).

SOS F-1: 1. Sven Bley (NWS); 2. Al Charles (Duc); 3. Tim McCartney (Duc); 4. Colin Fraser (Hon); 5. Dave Knapp.

SOS F-2: 1. Norman Lastovica; 2. Robert Tapscott (Rtx); 3. Colin Fraser (Hon); 4. Steven Enter; 5. Patrick McCabe (Yam).

SOS F-3: 1. Stuart Carter (Duc); 2. Erich Bley; 3. Kenneth Baker (Duc); 4. Michael Gontesky (Yam); 5. Michael Schneider (Hon).

SOS 2-STRK: 1. Al Charles (Rtx); 2. Joe Fredrickson (Hon); 3. Bill Doran (Hon); 4. Sven Bley (Hon); 5. Roy Perry (Hon).

BOT F-1: 1. Les White (Duc); 2. Pete Johnson (Guz); 3. Bill St. John (Duc); 4. Jonathan Hord (Duc); 5. David Fine (Guz).

BOT F-2: 1. Jim Lester (Duc); 2. Pete Johnson (Guz); 3. Tom Benedict (Hon); 4. Will Harding (Guz); 5. David Fine (Guz).

BOT F-3: 1. Jeff McKinney (Hon); 2. Will Harding (Guz); 3. Matt Goodman (Kaw); 4. Bill Welch (Suz).

BOT OPEN: 1. Bill St. John (Duc); 2. David Fine (Guz).

BOT 2-STRK: 1. Blaine Bahm (Yam); 2. Richard Merhar (Yam); 3. Rick Newman (Yam); 4. Brad Palmer (Yam); 5. Greg Howard (Yam).

BEARS: 1. Les White (Duc); 2. Sven Bley (NWS); 3. Pete Johnson (Guz); 4. Bill St. John (Duc); 5. Tim McCartney (Duc).

Sunday

200 GP: 1. Butch Sprain (Hon); 2. Chuck Davis (Hon); 3. Larry Kirby (Yam); 4. Michael Gontesky (Duc); 5. Bruce Clark (Yam).

250 GP: 1. Jay Richardson (Duc); 2. Kemp Archibald (Duc); 3. Charles Sexton (Bul); 4. Butch Sprain (Hon); 5. Chuck Davis (Hon).

350 GP: 1. Jay Richardson (Duc); 2. Johnny Demoisey (Tri); 3. Stuart Carter (Duc); 4. Kemp Archibald (Duc); 5. Craig Breckon (Duc).

500 PREM: 1. Rusty Lowry (H-D); 2. Andrew Tarnik (BSA); 3. Craig Breckon (BSA); 4. Geoff Ryan (Tri); 5. Scott Strickler (BSA).

PRE-40: 1. Erich Bley (BMW); 2. Doc Batsleer (Ind).

CLASS C: 1. Carleton Palmer II (Vin); 2. Erich Bley (BMW); 3. Doc Batsleer (Ind); 4. Lonnie Harmon (Tri).

CLSC '60s: 1. Rusty Lowry (H-D); 2. Andrew Tarnik (BSA); 3. Randolph Stoike (Tri); 4. John Cygnor (H-D).

F-250: 1. Richard Merhar (Yam); 2. Jonathan Hord (Yam); 3. John M. Louck (JML); 4. Bruce Clark (Yam); 5. George Taylor (Yam).

F-500: 1. Blaine Bahm (Yam); 2. Rick Newman (Yam); 3. Brad Palmer (Yam); 4. Richard Merhar (Yam); 5. George Fitz (Hon).

F-750: 1. Robert Goodpaster (Nor); 2. Will Harding (Guz); 3. Al Charles (Tri); 4. Calvin Lewis (Nor); 5. Elmer Massey (Yam).

SPTSMN 350: 1. James McGregor (Hon); 2. Harold Page Jr. (Hon); 3. James Swartout (Hon); 4. Timothy Stancill (Hon); 5. Paul Nesse (Hon).

SPTSMN 500: 1. James Swartout (Hon); 2. Harold Page Jr. (Hon); 3. Timothy Stancill (Hon); 4. Tom Antor (BSA); 5. Roger Sperling (BSA).

SPTSMN 750: 1. Larry Kirby (Yam); 2. John Ellis (Yam); 3. Todd Welch (Tri); 4. Roger Sperling (BSA); 5. Steve Staser (Yam).

F-VINT: 1. John Ellis (Yam); 2. George Fitz (Hon); 3. Brett Blacketer (Yam); 4. Charles Longo (Yam); 5. Calvin Lewis (Nor).

SOS F-1: 1. Sven Bley; 2. Craig Wright; 3. Jay Richardson); 4. Al Charles (Duc); 5. Tim McCartney (Duc).

SOS F-2: 1. Norman Lastovica; 2. Robert Tapscott (Rtx); 3. Colin Fraser (Hon); 4. Steven Enter (Hon).

SOS F-3: 1. Erich Bley (NWS); 2. Stuart Carter (Duc); 3. Michael Schneider (Hon); 4. Michael Gontesky (Yam); 5. Kenneth Baker (Duc).

SOS 2-STRK: 1. Sven Bley (Hon); 2. Al Charles (Rtx); 3. Joe Fredrickson (Hon); 4. Roy Perry (Hon).

BOT F-1: 1. Pete Johnson (Guz); 2. Bill St. John (Duc); 3. Les White (Duc); 4. Jonathan Hord (Duc); 5. David Fine (Guz).

BOT F-2: 1. Pete Johnson (Guz); 2. Tom Benedict (Hon); 3. David Fine (Guz); 4. Will Harding (Guz); 5. Kirk Maxfield (Hon).

BOT F-3: 1. Tom Benedict (Hon); 2. Jeff McKinney (Hon); 3. Will Harding (Guz); 4. Matt Goodman (Kaw).

BOT OPEN: 1. Bill St. John (Duc); 2. David Fine (Guz).

BOT 2-STRK: 1. Richard (Yam); 2. Blaine Bahm (Yam); 3. Rick Newman (Yam); 4. Brad Palmer (Yam); 5. Greg Howard (Yam.

BEARS: 1. Les White (Duc); 2. Pete Johnson (Guz); 3. Sven Bley (NWS); 4. Bill St. John (Duc); 5. Tim McCartney (Duc).

Upcoming Rounds:
Rounds 9-10 - Grattan, MI, June 15-16
Rounds 11-12 - Lexington, OH, July 19-21

AHRMA Vintage Iron National MX Series
Round 5: Putnam Park

The mother of all mudders

By Matt Benson

MOUNT MERIDIAN, IN, MAY 11

It was to be an old-fashioned, natural-terrain course, laid out below the pit area at Putnam Park road course, using woods and grassy areas. But a serious deluge the day before the event forced organizers and a crew of riders to do some last-minute stake-and-ribbon work to confine the track mostly to high ground.

It was a real mudder, anyway. Meticulously restored machines became all-but-unrecognizable rolling mudcakes. The track got wider and wider as riders moved to the verges looking for traction. Steam billowed from motorcycles that tipped over or got stuck.

After the first set of motos, when it became apparent that things were still deteriorating rather than drying up, officials called it a race. Aside from two or three diehards, no one complained. Everyone had worked hard

enough already for their points and trophies.

Don't believe it if somebody tells you that conditions like this are a great equalizer. While others paddled, wallowed and shot giant brown rooster tails, Canadian Rick Hudson blitzed around the track at an incredible pace on his '73 Maico 400, capturing the Sportsman 500cc and 30+ Expert classes. Hudson was pressured in both motos by Suzuki-mounted Eddie Lambert of Toledo, Ohio, who placed second in the 500cc race and won the 40+ division in the combined 30+/40+/50+ Expert moto.

Another master of mud was Maryland rider Darin Emswiler, who fended off James Greenleaf in the Sportsman 250cc Expert race and easily notched the Sportsman 125cc Expert win. The closest race of the day came in the Sportsman 125cc moto as Intermediates James Kostival and Craig Borders battled on their screaming Honda Elsinores. Borders was in the lead when it counted most.

A special award should have gone to the guys muscling the real steel - the twins and the big Premier-class machines. Phil Hanford rode a hastily converted '56 BSA Gold Star dirt tracker to the Premier 500cc Expert win over Brian O'Connor's Ducati Sebring scrambler. O'Connor took an uncontested win on his '64 Rickman Triumph 750 in Sportsman Twins Expert class while Dennis Blevins slithered his Triumph TR6C to the Intermediate victory over Graham Foster on a BMW R75 and Rich Baulch on a Yamaha 650. CN

Putnam Park
Mount Meridian, Indiana
Results: May 11, 1996 (Round 5 of 15)

PREM L/W EX: 1. Robert Ginder Jr. (Gre); 2. Brian O'Connor (Duc).
PREM 500 EX: 1. Phil Hanford (BSA); 2. Brian O'Connor (Duc).
PREM 500 INT: 1. Claude Mcelvain (BSA).
PREM L/W INT: 1. Duncan Wright (Gre).
PREM TW INT: 1. Daniel Beher (DKW).
CLSC 125 EX: 1. John Ziska (Hus).
CLSC 125 INT: 1. Richie Baulch (Mnk); 2. Dennis Blevins (Hod); 3. Charles Schank (Mai); 4. Daniel Beher (DKW).
CLSSC 125 NOV: 1. Stan Cooper (Hod); 2. Jeffrey Willoughby (H-D).
CLSSC 250 INT: 1. James McCabe (Mai).
CLSSC 250 NOV: 1. Chris Makynen (BSA).
CLSSC 500 EX: 1. James Smith (BSA).
CLSSC 500 INT: 1. John Easton (Tri); 2. James McCabe (Mai); 3. Daniel Beher (Duc); 4. Ron Winget (Hon).
CLSSC 500 NOV: 1. Matt Benson (Hus); 2. Dennis Brown (Gre).
SPTSMN 125 EX: 1. Darin Emswiler (Hon); 2. John Ziska (Hon); 3. James Smith (C-A).
SPTMN 125 INT: 1. Craig Borders (Hon); 2. James Kostival (Hon); 3. Thomas Berry (Suz); 4. Corey Willoughby (Kaw); 5. John Lambrick (Hon).
SPTSMN 250 EX: 1. Darin Emswiler (Hon); 2. James Greenleaf (Hon); 3. Patrick O'Connor (Hon).
SPTSMN 250 INT: 1. Paul Grant (Hus); 2. Dan Schmitt (Hon); 3. Craig Borders (Hon); 4. Justin Illg (C-A).
SPTSMN 250 NOV: 1. Russell McCallister (C-A); 2. Russ Kinsey; 3. Richard Pate (Hus).
SPTSMN 500 EXP: 1. Rick Hudson (Mai); 2. Eddie Lambert (Suz).
SPTSMN 500 INT: 1. Michael Zimmerman (Kaw); 2. Joseph Light (Bul); 3. Dean Gregory (Hus); 4. Randy Abner (Yam).
SPTSMN 500 NOV: 1. Dean Larson (Yam); 2. Douglas Schnick (Hus).
SPTSMN TW EX: 1. Brian O'Connor (R-T).
SPTSMN TW INT: 1. Dennis Blevins (Tri); 2. Graham Foster (BMW); 3. Richie Baulch (Yam).
30+ EX: 1. Rick Hudson (Mai); 2. James Greenleaf (Hon); 3. James Smith (C-A).
30+ INT: 1. Joseph Light (Bul); 2. Jim Webber; 3. Dean Gregory (Hus); 4. Thomas Berry (Bul); 5. Camillus Greguske (Yam).
30+ NOV: 1. Russell McCallister (C-A); 2. Matthew Lilly.
40+ EX: 1. Eddie Lambert (Suz); 2. Phil Hanford (CCM); 3. Charles Emery (CZ); 4. Gary Poland (Bul); 5. Raymond Weir (CZ).
40+ INT: 1. Michael Zimmerman (Kaw); 2. Spencer Balentine (Pen); 3. Ron Winget (Mai); 4. Jim Mcculloch, (Hon); 5. Paul Grant (Hus).
40+ NOV: 1. John Manford (Hon); 2. Richard Pate (Hus).
50+ EX: 1. Jean Ramsay (Mai); 2. Harold Hazel (Hon); 3. Jeff Smith (C-A).
50+ INT: 1. Roy Maley (Mai); 2. Charles Schank (Mai); 3. Dennis Spencer (Bul); 4. Ron Mccabe (Mai); 5. Dennis Lappin (Pen).
50+ NOV: 1. Michael Collier (Hon).
60+ EX: 1. Jeff Smith (C-A).

Upcoming Rounds:
Round 6 - Tyler, Texas, May 25
Round 7 - San Bernardino, California, June 2

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ATVs with engine sizies of 70cc to 90cc are recommended for use only for those age 12 and older and always with adult supervision. ATVs with engine sizes of 90cc or greater are recommended for use only for those age 16 and older. Yamaha recommends that all ATV riders take an approved training course. For safety and training information, see your dealer or call the ATV Safety institute at 1-800-447-4700. ATVs can be hazardous to operate. For your safety; always wear a helmet, eye protection and protective clothing; never ride on paved surfaces or public roads; never carry passengers; never engage in stunt riding; riding and alcohol/drugs don't mix; avoid excessive speed; and be particularly careful on difficult terrain. Yamaha reminds you to always respect the environment. All ATVs come with a 6-Month limited Factory Warranty, except for Banshee, which has a 90-Day limited Factory Warranty.

Since making its debut as one of the top values in motorcycling dollar-wise, and one of the most versatile bikes available performance-wise, Yamaha's SECA II ® has continued to move as quickly off the showroom floor as it does on twisty back roads.

In 1996, Yamaha has taken the SECA II's already sleek styling and enhanced the look by adding a lower cowl as standard equipment. The genesis inspired engine, cradled by a large diameter frame, sports true downdraft carburetors for superb torque, a lofty rev-range and exceptional smoothness throughout the entire powerband. With this combination of engine and frame, the SECA II is as comfortable cruising the highway as it is on tight country back roads.

The SECA II has the precision handling of its super-sport brethren courtesy of its advanced frame and performance-minded 38mm front forks. In the rear the SECA II utilizes an oval section swingarm for strength to keep the rider in control while employing link-type single shock rear suspension.

To complement the bike's superbly engineered versatility is a comfortable seat that leaves the rider with an agile seating position which is comfortable enough for long cruises and easy two-up riding. Combine this with a fuel tank sufficient for long-range cruising and a low-profile slotted wind screen for wind protection and style, a rider can go a long way on the SECA II.

In 1996, the SECA II will be offered in Black or Red color schemes and is available at participating Yamaha dealerships nationwide.

The 1996 Seca II; Motorcycling Versatility

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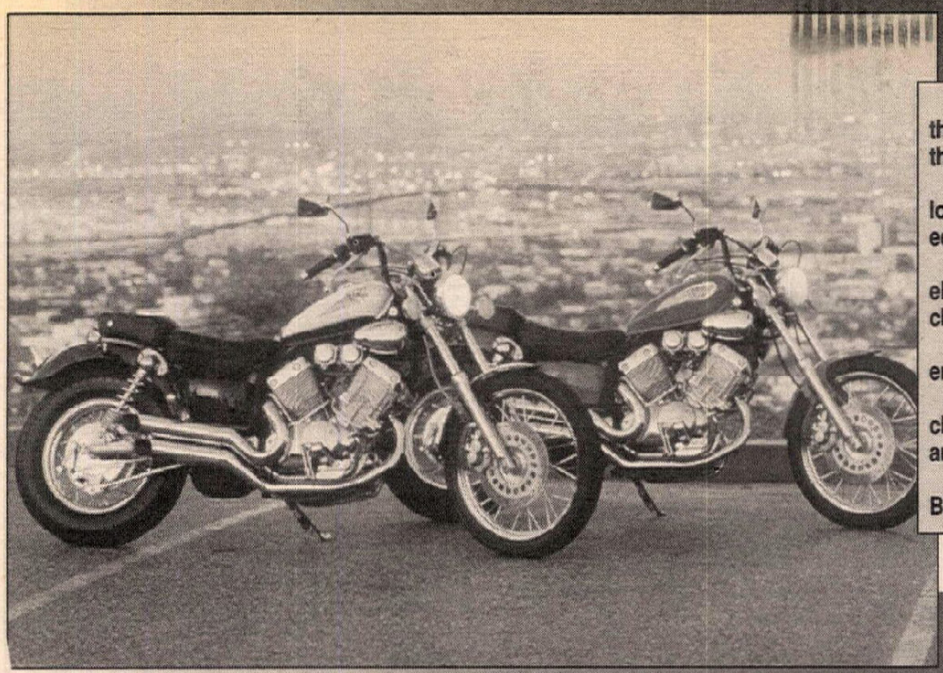


The Virago 535 and 535 Special

When purchasing a cruiser, authenticity and tradition are paramount considerations, and this is there the competition falls short. Yamaha offers two mid-sized cruisers that embody the classic look most people are looking for in a motorcycle; the Virago 535 and 535 Special.

The Yamaha cruisers have genuine V-twin engines, low-slung frames, stylish chromed looks and a distinct bass exhaust note. The plush, raked-put front forks, the forward mounted footpegs and the low seat put the rider in the classic cruising position.

Other standard Virago tech features include a low-maintenance shaft drive, worry-free electronic ignition and dual-piston front disc brakes. And to add style to the cruisers are real chrome wire-spoke wheels, dual bobbed exhaust and a fat rear tire.

Such features combined with the chromed rear brake plates and the highly polished engine components make the Virago a very desirable ride.

The Virago Special includes extra features such as polished and chromed engine cases, clutch lever, brake lever, horn and carburetor covers. It also sports a deeply upholstered seat and a detailed two-toned color scheme.

The 1996 Virago 535 comes in Fire Red while the 535 Special is two-tone Traditional Blue/White. Both are available at participating Yamaha dealers nationwide.

The 1996 FZR600: Performance and Refinement

Since its inception, the Yamaha FZR600™ has remained a favorite among 600cc sport bike enthusiasts.

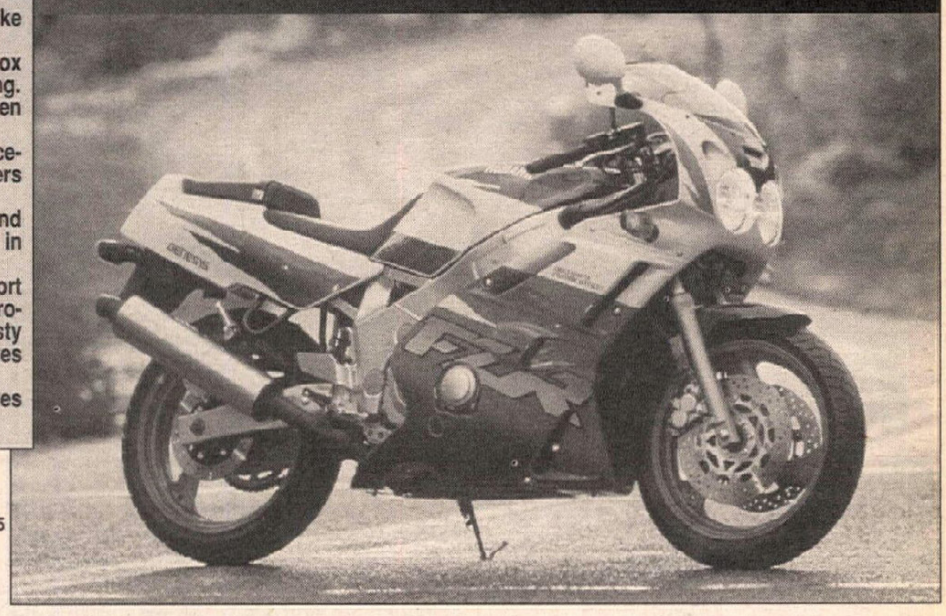
When the road gets twisty, the FZR shines. Thanks to Yamaha's race-developed Deltabox frame and swingarm design, the FZR possesses unmatched precision steering and handling. With the FZR's trademark agility and suspension feedback, the rider feels confident either when upright and at speed or when heeled over in a turn.

The heart of the machine is its power plant, a liquid cooled 599cc engine with Yamaha's race-proven, Genesis design. With smooth, controllable power provided by forward inclined cylinders which are fed by four straight-intake

32mm Mikuni carburetors, the FZR is a model of efficiency. To keep all of this power and speed in check the FZR600 comes with dual 298mm disc brakes up front, and a 245mm disc in the rear.

Surrounding all of this high-tech super-sport hardware is one of the most comfortable sport bike designs around. In paying as much attention to ergonomics as to performance, Yamaha produced a bike that is as accommodating on the freeway and in the city as it is carving up twisty canyons and backroads. In the end, potential buyers are given one of the best sport bike values available.

In 1996 the FZR600 is offered in White/Red/Purple and Dark Silver/Red/Black color schemes and is available at participating Yamaha dealers nationwide.



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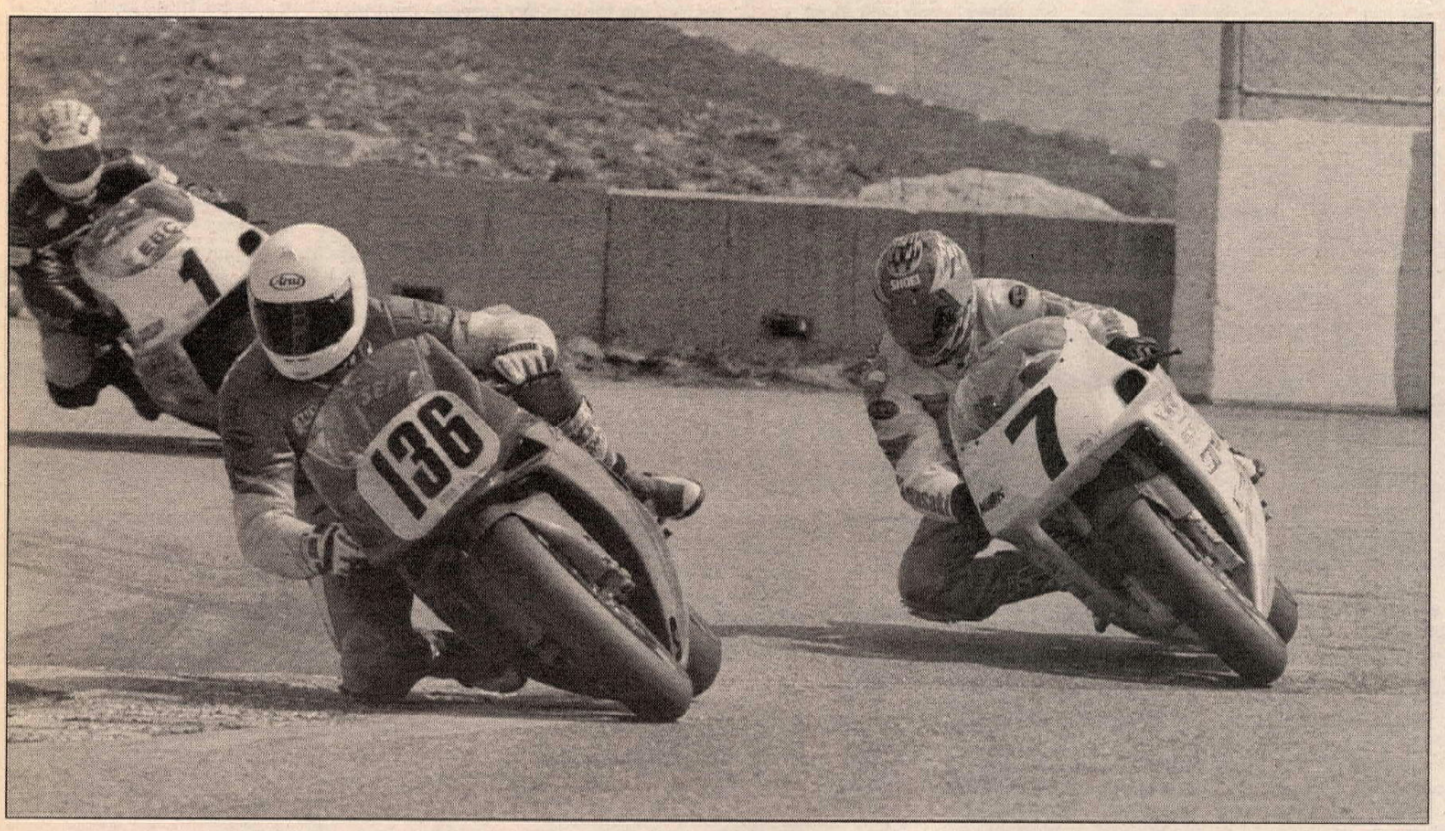
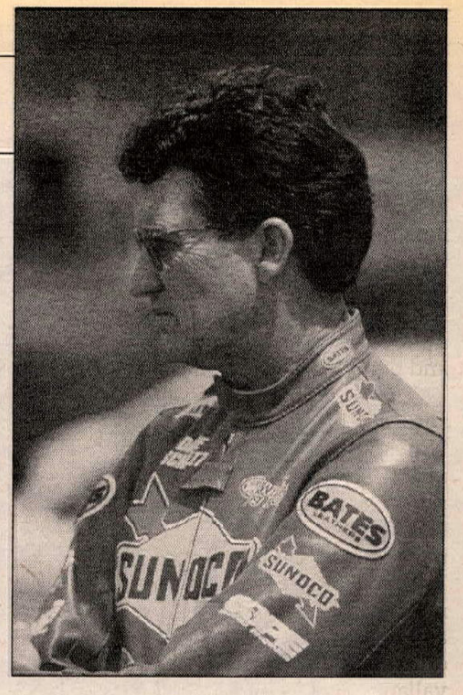




(Left) On a nearly stock Ducati 916 borrowed from his neighbor, Sean Sweeney (136) stuffs his way past ZX7-mounted Steve Moriarty (7) to take the lead in the Heavyweight Superbike race at New Hampshire International Speedway. George Tarricone (1) trails.
(Above) Dave Schultz scored his seventh consecutive Fram National win at Atlanta Dragway.

Loudon Road Race Series: Round 2

The new guard

By John Flory

LOUDON, NH, MAY 4-5

Last winter's retirement of two of the Loudon Road Race Series' top road racers - Marc Smith, who ruled the 750cc-and-up classes for several years, and Russ Katzenberger, a top contender on his ZX6 in both Middleweight and Heavyweight classes - has led to intense speculation about who this year's top racers would be. This weekend's round-two results may have resolved that question. CycleWorks teammmates Richard Alexander and Eric Wood completely dominated the Heavyweight and Middleweight classes, respectively. Alexander won five races: Unlimited and Heavyweight Supersport (which paid Suzuki contingency money), Unlimited Superbike, Unlimited GP, and Solo GTO. In every case, Alexander simply rode away from the field (reminiscent of Marc Smith), whether the track was wet (Saturday) or dry (Sunday). Wood, who won three LRRS championships in 1995, dominated the Middleweight races in a similar fashion, handily winning Middleweight Supersport and Superbike and Solo GTU.

Sean Sweeney produced a pair of impressive rides to win Heavyweight Supertwins and Heavyweight Superbike - on his neighbor's Ducati 916. In a gesture that redefines the term "good neighbor," this saint offered to lend his personal streetbike to Sweeney every race weekend until Sweeney's '96 916 arrives. Sweeney puts on his own bodywork, wheels, race EPROM chip, and a slightly modified stock pipe and then removes them after the weekend. His Heavyweight Superbike win was particularly noteworthy because he tracked down and passed early leaders George Tarricone and Steve Moriarty, both on fully kitted Kawasaki ZX7R's vs. Sweeney's 916 with stock motor, suspension and gearing. They were pulling 150 yards on him on the front straight but he would more than regain it by dint of inspired riding in the tight portion of the track from turns three to 12.

The Slickest Move of the Weekend Award goes to John Scheehser for a spectacular three-rider pass in turn 10 on the last lap of the Heavyweight Supersport race. Scheehser - on his CBR600F3 in this event for 750s - had worked his way up from fourth, passing Buck Miller for third and closing up on the tail of second-place Rick Doucette as they began the final lap. When they came up on two lapped riders in turn nine Doucette hesitated slightly and Scheehser pounced, taking an outside line through turn 10 to pass Doucette and both lapped riders. In the process, he moved both backmarkers inside so that they blocked Doucette, who was aiming for the more normal inside pass at the apex of 10. By the time Doucette got by the slower riders, Scheehser had too big a lead for Doucette's extra 150cc to eat up on the drag race from turn 12 to the finish line. CN

Results

U/L S/SPRT EX: 1. Richard Alexander (Suz); 2. Seth Hahn (Suz); 3. Richard Doucette (Suz); 4. Noel Brown (Suz); 5. Rick Maron (Suz).
U/L S/SPRT JR: 1. Steve Whitney (Suz).
H/W S/SPRT EX: 1. Richard Alexander (Suz); 2. John Scheehser (Hon); 3. Richard Doucette (Suz); 4. Brett Metzger (Suz); 5. Charles Miller (Suz).
HW S/SPRT JR: 1. John Salemi (Kaw); 2. Herbert Zaroogian (Kaw); 3. Joe Henriques (Kaw); 4. Kevin Perry (Hon); 5. Benjamin Dugdale (Yam).
H/W S/SPRT AM: 1. Brian Scott (Hon); 2. Richard Audet (Suz); 3. Dominic Castlevetro (Hon); 4. Steven Clark (Kaw); 5. Joseph Deagazio (Kaw).
M/W S/SPRT EX: 1. Eric Wood (Kaw); 2. Charles Chouinard (Kaw); 3. John Scheehser (Hon); 4. Scott Greenwood (Hon); 5. Jeffrey Curtis (Kaw).
M/W S/SPRT JR: 1. Jason Holmes (Hon); 2. Enzo Assainte (Hon); 3. Rich Neenan (Hon); 4. Brent Campbell (Hon); 5. Scott Schank (Hon).
M/W S/SPRT AM: 1. Scott McMillan (Hon); 2. Tim Watkins (Hon); 3. Eoin Smith (Hon); 4. Christopher Young (Hon); 5. Halvor Foss (Hon).
L/W S/SPRT EX: 1. Brett Guyer (Yam); 2. Philip DiGregorio (Yam); 3. Michael Campbell (Yam); 4. Jim Fassino (Suz); 5. Russell Grimes (Yam).
L/W S/SPRT JR: 1. Colin Baldwin (Yam); 2. Brian Gregory (Hon); 3. John Donald (Yam); 4. Alexander Barba (Yam); 5. Steven Parolin (Yam).
L/W S/SPRT AM: 1. John Gang (Yam); 2. Chris Arbor (Kaw); 3. Chad Gasiorek (Hon); 4. William Berry (Yam); 5. Brian Dutra (Yam).
H/W PROD AM: 1. Kevin Johns (Suz).
M/W PROD AM: 1. Scott McMillan (Hon); 2. Chaz Roscow (Hon); 3. Gerald Provencher (Hon); 4. Danial Bergeron (Kaw); 5. Marc Cardullo (Kaw).
L/W PROD AM: 1. Kevin Binsfield (Kaw); 2. Marc Cardullo (Kaw); 3. Chad Gasiorek (Hon); 4. Brian Dutra (Yam); 5. John Lear (Kaw).
U/L S/BK EX: 1. Richard Alexander (Suz); 2. Charles Small (Suz); 3. Richard Doucette (Suz); 4. Steve Moriarty (Kaw); 5. Des Conboy (Hon).
U/L S/BK JR: 1. Tim George (Suz); 2. Jon Gruelle (Suz); 3. Matthew Shearer (Hon); 4. Benjamin Krygier (Hon).
H/W S/BK EX: 1. Sean Sweeney (Duc); 2. Steve Moriarty (Kaw); 3. George Tarricone (Kaw); 4. Charles Small (Kaw); 5. Brett Metzger (Suz).
H/W S/BK JR: 1. Enzo Assainte (Hon); 2. Tony Iannarelli (Hon); 3. Tim George (Suz); 4. Joe Henriques (Kaw); 5. Vincent Rivera (Kaw).
H/W S/BK AM: 1. Michael Finn (Suz); 2. Rich Audet (Suz); 3. Tim Watkins (Hon); 4. Carmine DiPietrantonic (Kaw); 5. Malcomb Bradsher (Suz).
M/W S/BK EX: 1. Eric Wood (Kaw); 2. John Scheehse (Hon); 3. Jim Lester (Hon); 4. Scott Greenwood (Hon); 5. Jeffrey Curtis (Kaw).
M/W S/BK JR: 1. Matthew Shearer (Hon); 2. Jason Holmes (Hon); 3. John Salemi (Kaw); 4. Christopher Mackin (Hon); 5. Brent Campbell (Hon).
M/W S/BK AM: 1. Glen Goldamn (Hon); 2. Brian Scott (Hon); 3. Donald Fagan (Hon); 4. Steven Clark (Kaw); 5. Michael Scott (Hon).
L/W S/BK EX: 1. Philip DiGregorio (Yam); 2. Brett Guyer (Yam); 3. Martin Limpert (Yam); 4, Michael Vaughan (Yam); 5. Shawn McCormick (Yam).
L/W S/BK JR: 1. Tom Rolfe (Yam); 2. John Kabacinski (Kaw); 3. Colin Baldwin (Yam); 4. Steve Courant (Kaw); 5. Rodney Helsens (Yam).
L/W S/BK AM: 1. John Gang (Yam); 2. Scott Barley (Kaw); 3. Bob Galli (Yam); 4. Robert Gages (Hon); 5. Charles Sandoz (Suz).
U/L GP EX: 1. Richard Alexander (Suz); 2. Charles Miller (Suz); 3. Brett Metzger (Suz); 4. Charles Small (Kaw); 5. Richard Doucette (Suz).
U/L GP JR: 1. Herbert Zaroogian (Kaw); 2. Murphy Anderson (Yam); 3. Charles Johnston (Suz).
MW GP EX: 1. Jim Lester (Hon); 2. Chris Cummings (Hon); 3. Peter Illich (Hon); 4. Charles Chouinard (Kaw); 5. Jeffrey Curtis (Kaw).
MW GP JR: 1. Kevin Perry (Hon); 2. Chris Desimone (Hon); 3. Christopher Sweeney (Hon); 4. John Hummel (Hon); 5. Murphy Anderson (Yam).
M/W GP AM: 1. Eoin Smith (Hon); 2. John Carlin (Hon); 3. Christopher Young (Hon); 4. Brian Scott (Hon); 5. Michael Clark (Hon).
L/W GP EX: 1. Freddy Maruca (Yam); 2. Timothy O'Connor (Yam); 3. Philip DiGregorio (Yam); 4. Martin Limpert (Yam); 5. Brett Guyer (Yam).
L/W GP JR: 1. Murphy Anderson (Yam); 2. Colin Baldwin (Yam); 3. Stephen Velotti (Yam); 4. Alexandru Barba (Yam); 5. Philip Lavallee (Yam).
L/W GP AM: 1. John Gang (Yam); 2. Michael Clark (Hon); 3. Kendell Edwards (Kaw); 4. Chad Gasiorek (Hon); 5. David Deshaies (Kaw).
SPTSMN EX: 1. Lawrence Hanlon (Yam/Hon); 2. Allen Hepler (Kaw); 3. Ronald Taylor (Kaw); 4. Scott Schneider (Kaw); 5. Nathan Sanel (Yam).
SPTSMN JR: 1. John Babacinski (Kaw); 2. Jeffrey Jennings (Yam); 3. Philip Lavallee (Yam); 4. Robert Bauer (Kaw); 5. David Sargent (Kaw).
SPTSMN AM: 1. Miroslav Spireng (Kaw); 2. Kevin Binsfield (Kaw); 3. Kendell Edwards (Kaw); 4. Richard Martin (Yam); 5. David Deshaies (Kaw).
M/W PROD TW EX: 1. Jerry Wood (Kaw); 2. Allen Hepler (Kaw); 3. Jeff Wood (Kaw); 4. Richard Stratton (Kaw); 5. Terry Baron (Kaw).
M/W PROD TW JR: 1. Joseph Rickard (Kaw).
M/W PROD TW AM: 1. Marc Cardullo (Kaw); 2. Tao Takeda (Suz); 3. Chuck Fultz (Kaw); 4. Thomas Welch (Kaw); 5. Ted Markut (Hon).
U/L SGL EX: 1. Jerry Wood (Duc); 2. Nathan Sanel (Yam); 3. Victor Landau (Yam).
U/L SGL AM: 1. Kurt Norris (Kaw).
H/W S/TW EX: 1. Sean Sweeney (Duc); 2. Paul Giandinoto (Duc); 3. Bob Robbins (Duc); 4. Timothy Kisieleski (Duc); 5. Jerry Wood (Duc).
H/W S/TW JR: 1. Russ Dancho (Duc); 2. Andre Grasso (Hon); 3. Roger Binkerd (Duc).
H/W S/TW AM: 1. Erik Madsen (Duc); 2. Scott Barley (Kaw); 3. Gordon Thach (Duc); 4. Raymond Swenton (Duc); 5. Hector Sanchez (Duc).
L/W S/TW EX: 1. Jim Lester (Duc); 2. Chad Healy (Hon); 3. Daniel Frisbie (Kaw); 4. Timothy Kisieleski (Duc); 5. John Aksel (Duc).
L/W S/TW JR: 1. Jeff Robinson (Duc); 2. John Kabacinski (Kaw); 3. Steve Courant (Kaw); 4. Keith Daigle (Duc); 5. Brian Gregory (Hon).
L/W S/TW AM: 1. Erik Madsen (Duc); 2. Chris Arbor (Kaw); 3. Scott Barley (Kaw); 4. Miroslav Spireng (Kaw); 5. James M. Callahan (Hon).
SOLO GTO EX: 1. Richard Alexander (Suz); 2. Paul Giandinoto (Duc); 3. Brett Metzger (Suz); 4. Kyle Zazzi (Yam); 5. Stephen Sohl (Kaw).
SOLO GTO JR: 1. Tim George (Suz); 2. Jon Gruelle (Suz); 3. Jeffrey Jennings (Duc); 4. Steve Whitney (Suz); 5. Vincent Rivera (Kaw).
SOLO GTO AM: 1. Michael Finn (Suz); 2. Rich Audet (Suz); 3. Fred Stucky (Duc); 4. Malcolmb Bradsher (Suz); 5. Julio Zoeiro (Hon).
SOLO GTU EX: 1. Charles Chouinard (Kaw); 2. Jim Lester (Hon); 3. Peter Illich (Hon); 4. Eric Wood (Kaw); 5. Jeffrey Curtis (Kaw).
SOLO GTU JR: 1. Benjamin Dugdale (Yam); 2. Brent Campbell (Hon); 3. John Salemi (Kaw); 4. Christopher Sweeney (Hon); 5. Mitsu Koshima (Yam).
SOLO GTU AM A: 1. Christopher Young (Hon); 2. Brian Scott (Hon); 3. Donald Fagan (Hon); 4. Gerald Provencher (Hon); 5. John Carlin (Hon).
SOLO GTU AM B: 1. Scott McMillan (Hon); 2. Damon Petrie (Hon); 3. Michael Clark (Hon); 4. Eoin Smith (Hon); 5. Chad Gasiorek (Hon).

NHRA Fram Nationals

Schultz rolls a seven in Atlanta

By George Roberts

ATLANTA, GA, APR. 21

Dave Schultz continued his domination of the NHRA's Fram Nationals at the Atlanta Dragway, racking up his seventh consecutive Fram National win and eighth overall by defeating John Meyers in the finals. The two have met each other in the final round of this event six times with Schultz producing a perfect 6-0 record. The win gives the 5-time NHRA Champion a 332-311 advantage in the season points race over current number-one plate holder John Meyers.

Schultz posted a track-record run with an elapsed time of 7.489 seconds on the Sunoco Suzuki GSXR 750. Schultz had set the previous record in last year's match.

Hector Arana piloted his Lucas Oil Suzuki to a top speed record of 182.26 mph in the same Friday qualifying session and was still running over 179 mph on Saturday. "Our 60-foot time needs to come down," Arana said. "We'll try more static clutch and less secondary."

After a rainy Saturday the teams went into Sunday's eliminations with little opportunity for adjustment and Arana took himself out of the first round by jumping the start. Also falling prey to the dreaded jumped start was Gary Tonglet, advancing Geno Scali to the next round with a solid 7.588-second run.

Meyers, aboard the Snap-On/Star Performance Parts Suzuki, overcame the 0.435 reaction time of C.J. Smith's Kawasaki and marched onward to meet Reggie Showers in the quarter-finals.

Dave Schultz lagged at the start of his first round match with Keith Freeman's GSXR 1100, posting a 0.512 reaction time, but scorched through the quarter mile in another track-record 7.484 elapsed time. Schultz would line up in the next round against Paul Gast and the Fast by Gast Suzuki entry.

The best top speed of the opening round was Matt Hines' 181.15 mph. Hines also owns the quickest average reaction time of the current top 10 points leaders and appeared ready to take on Rick Ward's NCN Communications Suzuki in the quarters.

The quarter-final round produced more red lights than a three-alarm fire as Hines, Scali, and Showers all lit the error light on the tree. Paul Gast put in a valiant effort as he notched a 0.426 reaction time to beat Schultz off the line. The Sunoco rider was up to the challenge, however, and passed by Gast to get to the semis.

Rick Ward tripped the light just 0.003 second early, handing the win to Meyers. "

Schultz found himself in a familiar position as John Mafaro beat him off the line with a nearly perfect 0.409 reaction time. Things went sour quickly for Mafaro when his bike wouldn't go in third gear. It was Mafaro's best result so far this year.

Schultz and Meyers both got off to a great start with Schultz making his best reaction-time effort of the day at 0.423 seconds and Meyers right there at 0.433. The race was tight all the way through with the Sunoco Suzuki pulling slightly ahead on top end and finishing first by 0.02 second. Dave Schultz once again lowered the track record elapsed time, to 7.471, and John Meyers pushed his Snap-on Suzuki to a 7.491, the fastest side-by-side Pro Stock Bike race in NHRA history. CN

Croom Trial hard to forget

By Brock Sattlemeier

CROOM CYCLE PARK, FL, APR 21

The Cahills Trials Club laid out an event that will not soon be forgotten for round nine of the Florida Trials Association Championship series.

Intense sunshine and temperatures pushing 90 degrees baked most of the traction out of the clay and limestone hillsides and left riders looking for shade and water. Section tape blocked riders from using every decent line available, resulting in lots of pushing and lots of points. Add in a fourth loop, and everyone had their hands full.

Taking home the second-place Beginner trophy in his first-ever competition was Dennis Cisek Jr. Jonathan Bell had what it takes to grab the gold. You have to hand it to these guys for fighting with small-wheel bikes that make every root or log look like a show-stopper.

Steve Daniels, another first-time rider, secured second in the Novice ranks with a fine eight point total. Steve is a converted motocrosser and looks hooked. Glenn Buzze earned the win by tallying the lowest score of the day, only six points.

Richard Lomano returned to his winning ways in the Senior B ranks. He said a little extra practice was paying off. Bill Catogni took his painfully stock TL125 to second, only a single point in front of Bob Vennel.

Dave Hulse continues to shake up the Senior A class with yet another first-place finish on his TR34. The air-cooled bikes got hot enough to protest on the big climbs and Hulse had his bike singing and pinging a winning tune. Rick Pion secured second with Dave Polson a single point back in third.

The Intermediate class has belonged to David Henderson lately. His new JTR250 seems to agree with him and he claimed an unbelievable 22-point win margin over Robin Westbrook. David should have the class title in hand this season with Chris Florin, his closest competitor, relegated to third for the day.

Brian Jones shook off the effects of a hard get-off to claim the win in the Advanced class. The pack was closely bunched behind with a single dab separating Jack Hutson in second, and Doc Jenkins in third. The final standings in the Expert class will not be decided until the last round. Brock Sattelmeier enjoyed a 10-point margin of victory over Marc Waller, who managed second by one point over Jon Carroll.

Results

BEG: 1. Jonathon Bell (Yam); 2. Dennis Cisek, Jr. (Hon).

NOV: 1. Glen Buzze (Apr); 2. Steve Daniels (Hon); 3. Bill Hagen (Bet); 4. Tom Mott (Yam); 5. Kim Marren (Yam).

SEN B: 1. Richard Lomano (Hon); 2. Bill Catagoni (Hon); 3. Bob Vennel (Fan); 4. Bill Sheffield (Bet); 5. Dick Bechard (Mon).

SEN A: 1. Dave Hulse (Bet); 2. Rick Pion (Yam); 3. Dave Polson (Mon); 4. Jim Berry (Apr); 5. Jeff Gunia (G-G).

INT: 1. Dave Henderson (G-G); 2. Robin Westbrook (Yam); 3. Chris Florin (Mon); 4. Lance Ham (Bet); 5. Jimmy Pierce (Yam).

ADV: 1. Brian Jones (G-G); 2. Jack Hutson (Bet); 3. Doc Jenkins (Bet); 4. Steve Waller (Bet); 5. Mike Bell (Bet).

EX: 1. Brock Sattelmeier (Bet); 2. Marc Waller (Bet); 3. Jon Carrol (Fan); 4. Carl Hall Jr. (Bet).

Cooper captures Muddy Creek Motocross

By Barbara Williams
Photo by Loren Williams

BLOUNTVILLE, TN, MAY 5

Motocross legend Guy Cooper finally made it to a race at Muddy Creek Raceway. The veteran racer lived up to his reputation by smoking the competition in both the Over 25 A and Over 30 A classes. Suzuki-mounted Cooper was in town to participate in the Tony D. Motocross School, run by former national champion Tony DiStefano. Over 500 riders enjoyed near-perfect spring racing conditions, and the top five placings in A classes banked MegaSeries-scale payoffs, while amateur winners scored Fox products.

The only moto Cooper did not win was the first round of Over 25 A. Although Cooper took the holeshot, Yamaha pilot Kevin Walker was all over the Suzuki's rear plastic, followed by Jim Chester, Gary Hinkle, returnee Randy Richardson and the rest.

Halfway through the first lap, Walker took the lead in the woods section and led from there to the flag, covered by Cooper. Chester, Richardson and Bryan Adams rounded out the first-round top five. Hinkle finished an embarrassed seventh place, owing to the fact that he had started with the wrong class. However, Hinkle followed Chester in fourth for at least half the race, fending off more-experienced Vet A-class racers such as Adams and Rick Wright. Is this the end of Hinkle's B-class career? Spotted in his pits, the Yamaha rider laughed but would not comment.

The return outing of the Over 25 A class found Cooper heading the pack, hounded by Walker, while Chester, Richardson and Wright wrestled for third. Playing push-me-pull-you, Cooper and Walker quickly stretched out a comfortable lead and proceeded to put on a show of speed and maneuvering. Walker could get a wheel on Cooper, but could take it no further, and at the finish Cooper prevailed.

"I watched his lines in the first moto," grinned Cooper. "And in the second moto, I took them all away from him."

Walker didn't care. "Now I can tell my kids - much later - that I raced with Guy Cooper and kept up with him," Walker said.

Cooper's first Over 30 A moto was relatively uneventful, leading every lap from the first to the last. When the gate dropped on round two, Cooper let the field go, then got in some passing practice. By midway through, Cooper had worked past the other 10 riders and was again in command.

Wright and Ron "Wirehead" Jones traded runner-up positions, but Jones earned second overall by his better second-moto finish.

"It felt good to come in ahead of Wirehead in the first moto," said a smiling Wright. "One day I'll do it twice in a row."

Results

50 (4-6): 1. Cory Strickland (KTM); 2. David Price (LEM); 3. Brandon Large (LEM); 4. Cameron Stone (LEM); 5. Bradley Pace (KTM).

50 (7-8): 1. Jake Griffis (Cob); 2. Justin Sipes (Cob); 3. Logan Bell (Cob); 4. Chase Beck (Cob); 5. Michael Ridge (Cob).

65 (7-9): 1. Andrew Matusek (Kaw); 2. Joshua Davis (Kaw); 3. Alex Hunter (Kaw); 4. Jake Griffis (Kaw); 5. Philip Ivers (Kaw).

65 (10-11): 1. Wade Cordell (Kaw); 2. Jeffrey Fields (Kaw); 3. Chase Roberts (Kaw); 4. Zackary Lundy (Kaw); 5. Rob Rice (Kaw).

80 D: 1. Joe Guinn (Kaw); 2. Brian Pace (Yam); 3. Joseph Earhart (Yam); 4. Rusty Dockery (Yam); 5. Bradley Robertson (Yam).

JR MINI: 1. Dan Truman (Kaw); 2. Tyler Burnette (Yam); 3. Brian Gray (Yam); 4. B.J. Huntsinger (Suz); 5. Jacob Saylor (Kaw).

SR MINI: 1. Jeff Gibson (Kaw); 2. Hans Neel (Hon); 3. Casey Barnes (Suz); 4. J.R. Carter (Kaw); 5. Jon-Boy Monk (Hon).

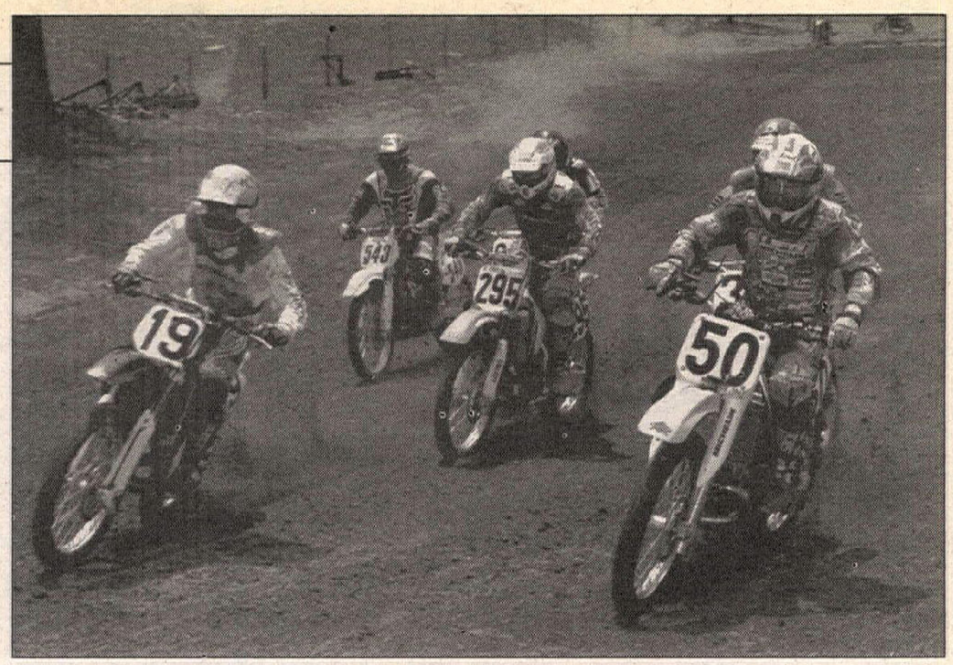
S/MINI: 1. Jeff Gibson (Kaw); 2. Hans Neel (Hon); 3. Casey Barnes (Suz); 4. Daniel Tesh (Kaw); 5. Jon-Boy Monk (Hon).

SCHBY: 1. Paul Justus (Yam); 2. Jeff Gibson (Kaw); 3. Jeffery Ryan (Suz); 4. Joshua Capps (Kaw); 5. Daniel Tesh (Kaw).

125 A: 1. Jim Neese (Hon); 2. Jim Chester (Suz); 3. Kevin Walker (Yam); 4. Jacob Dombrosky (Suz); 5. Richard Schmidt (Suz).

125 B: 1. Jeffery Ryan (Suz); 2. Justin Guthrie (Kaw); 3. Marcus Hedrick (Suz); 4. Jon Boruff (Hon); 5. Joshua Capps (Kaw).

125 C: 1. Jonathan Tucker (Suz); 2. Timmy Milligan (Suz); 3. Eric Leonard (Kaw); 4. Derick Hedrick (Suz); 5. Darrell Blankenship (Suz).



Guy Cooper (50) leads the Over 30 class with Mark Guy (19), Donnie Foster (295) and Danny Osborn (543) trailing at Muddy Creek Raceway in Blountville, Tennessee.

125 D: 1. Jason Rowe (Suz); 2. Jared Osborn (Yam); 3. Billy Hoyle (Hon); 4. John Rayle (Hon); 5. Michael Moody (Suz).

250 A: 1. Kevin Walker (Yam); 2. Jim Neese (Hon); 3. Jim Chester (Suz); 4. Jacob Dombrosky (Suz); 5. Richard Schmidt (Suz).

250 B: 1. Jon Boruff (Hon); 2. Justin Guthrie (Kaw); 3. Preston Rose (Kaw); 4. Marcus Hedrick (Suz); 5. Wesley McCoy (Yam).

250 C: 1. Jason Hartness (Kaw); 2. Robert Andy Smith (Hon); 3. Matthew Freed (Suz); 4. Jay Taylor (Hon); 5. Ron Coste (Hon).

250 D: 1. Adam Fleenor (Hon); 2. Mark Manuel (Suz); 3. Greg Babb (Yam); 4. Craig Connelly (Hon); 5. Kyle Grant (Yam).

OPEN AM: 1. Darryl Ahonen (Kaw); 2. Ron Jones (Hon); 3. Nicholas Pinegar (Hon); 4. Jeff Tomlinson (Hon); 5. Kenneth Stowe (Suz).

25+ A: 1. Guy Cooper (Suz); 2. Kevin Walker (Yam); 3. Jim Chester (Suz); 4. Randy Richardson (Hon); 5. Chuck Green (Suz).

25+ B: 1. Scott Linkous (Suz); 2. Jay Hayes (Hon); 3. Steve Mason (Suz); 4. Steve Hensley (Suz); 5. Leslie Belcher (Hon).

25+ C: 1. Jimmy Pitcock (Suz); 2. Jimmy Clendenin (Hon); 3. Rick Cooper (Hon); 4. Billy Harrison (Hon); 5. Roy Lee Dennie (Hon).

30+ A: 1. Guy Cooper (Suz); 2. Ron Jones (Hon); 3. Rick Wright (Suz); 4. Bryan Adams (Kaw); 5. John Lundy (Suz).

30+ B: 1. Albert Jamie McCoy (Yam); 2. Phillip Sarver (Hon); 4. Paul Hundt (Hon); 5. Tommy Hayes (Suz).

30+ C: 1. David Tucker (Suz); 2. Billy Harrison (Hon); 3. Johnny Gibson (Hon); 4. Wayne Boyd (Hon); 5. Al Albiker (Suz).

35+: 1. Ron Jones (Hon); 2. Rick Wright (Suz); 3. Timothy Smith (Suz); 4. Bryan Adams (Kaw); 5. Mark Guy (Yam).

40+: 1. Ron Jones (Hon); 2. Timothy Smith (Suz); 3. Steve Lewis (Yam); 4. Terrell Welborn (Suz); 5. Johnny Gibson (Hon).

48+: 1. Terrell Welborn (Suz); 2. Peter Harrison (Hon); 3. Ted Shortridge (Hon); 4. Danny Eller (Kaw); 5. Mark Garland (Kaw).

U/L AM: 1. James McCormick (Suz); 2. Jay Hayes (Hon); 3. Danny Lain (Hon); 4. Shane Jenkins (Hon); 5. Shane Lawson (KTM).

Ady able at OMC MX

By Phil Zemaitis

BOISE, IDAHO, MAY 4

Tommy Ady topped the 250cc Pro class as OMC Raceway hosted its 42nd annual Commotion at the Club, formerly known as TT-Weekend.

More than 140 riders turned out for the first of two days of action-packed racing. Local Pro Larry Jackson designed the new motocross course that featured a combination of supercross-style jumps and a natural-terrain layout that provided some very challenging sections for the riders and great race action for the spectators.

Ady grabbed the holeshot in the first moto, followed closely by Blake Barrymore on his YZ. For more than four laps Ady held off the hard-charging Barrymore until the red flag came out due to an injured rider. Track officials called the race at this point with Ady taking the win. In the second moto it was Barrymore's turn for the holeshot with Ady hot on his tail, and for several laps Ady pushed Barrymore looking for a place to pass. When the white flag came out Barrymore was in the lead, but somewhere on the back section of the track Ady was able to pass him for the double moto win.

In the 80cc Beginner class, Suzuki rider Jason Engle blasted off the start and up Clubhouse Hill to take a wire-to-wire win in the first moto. Rounding out the top three were Mike Harrison on a YZ and Neal Hoskovee on a KX. In the second moto it was Harrison's turn to lead the pack as he grabbed the holeshot, but it wasn't long before the relentless Engle was back in the lead where he cruised to the checkered flag. Apparently, Harrison slipped and fell on a freshly watered section, but was able to remount and hold on for second. Jacob Maupin finished a solid third.

During intermission a special parade lap was made by many of the riders in honor of longtime OMC club rider Gabe Miller, who was killed in an automobile accident in early April. Gabe's close friend Mike carried a checkered flag around the track as a final salute.

Results

P/W BEG: 1. Dusty Howell (KTM); 2. Ben Evans (KTM); 3. Brian Schultz (Suz); 4. Christopher Schultz (Hon); 5. Brian Rowan (Yam).

P/W 80: 1. Justin Lee (Yam); 2. Hailey Leonard (Hon).

P/W ADV: 1. Josh Corson (KTM); 2. Brandon Rassmussen (Yam).

MICRO BEG: 1. Elliott Lyon (Kaw); 2. Joshua Goodnaur (Hon); 3. Dylan Howell (Kaw); 4. Josh Corson (Kaw); 5. Jerad Butler (Kaw).

MICRO ADV: 1. Jason Holloway (Kaw); 2. Joel Barnowsk (Kaw); 3. Brian Goodnight (Kaw).

WMN: 1. Hailey Leonard (Hon); 2. Rachael Martin; 3. Alyssia Steele (Kaw); 4. Andi Boyd (Yam).

WMN: 1. Cendy Jensen (Hon); 2. Daria Draper (Yam).

80 BEG: 1. Jason Engle (Suz); 2. Mike Harrison (Yam); 3. Jacob Maupin (Yam); 4. Matt Berry (Hon); 5. Neal Hoskovac (Kaw).

80 JR: 1. Doug Martin (Hon); 2. Kyle Leonard (Yam); 3. Kyle Kubitschok (Yam); 4. Marcus Jenkins (Yam); 5. Clay Lohr (Yam).

80 INT: 1. Brian Brandon (Kaw).

125 BEG: 1. Jeremy Hoxie (Yam); 2. Mark Longstreet (Hon); 3. Willy Wright (Suz); 4. Derck Pearson (Hon); 5. John Rogers (Yam).

125 JR: 1. Allen Henderson (Hon); 2. Sach Evans (Suz); 3. Mike Skinner (Yam); 4. Josh Lenty (Suz); 5. Lyle Boyd (Yam).

125 INT: 1. Matt Kerbs (Hon); 2. Craig Bartlett (Hon); 3. Dennis Randall (Yam); 4. Bodia Bates (Yam); 5. Adam Chitwood (Suz).

125 EX: 1. Kris Rourke (Hon); 2. Jason Rich (Hon); 3. Andy Wilch (Hon); 4. Pat Eisenhaur (Hon); 5. Kevin Buck (Hon).

25+ EX: 1. Tommy Ady (Kaw).

250 BEG: 1. Derek Pearson (Kaw); 2. Chad Crank (Yam); 3. Chris Docker (Kaw); 4. Randy Schiewe (Kaw); 5. Corey Baez (Hon).

250 JR: 1. Justin Doff (Yam); 2. Wes MacMillan (Suz); 3. Louie Larson (Suz); 4. Rob Parker (Hon); 5. Dustin Bait (Suz).

250 INT : 1. Monte Larson (Yam); 2. Lance Chapman (Hon).

250 EXP: 1. Tommy Ady (Kaw); 2. Blake Barrymore (Yaw).

OPEN JR: 1. Dan Draper (Yam); 2. Casey Christensen (Hon).

VET BEG: 1. Jess Burch (Kaw); 2. Don Jenkins (Yam); 3. Dean Goodnight (Kaw); 4. Roger Grow (Suz); 5. John Moore (Yam).

VET JR: 1. David Hoppins (Hon); 2. John Goodman (Hon); 3. Todd Henry (Yam); 4. Kevin Goodman; 5. Gordon Skinner (Yam).

VET INT: 1. Ron Wehr (Hbg); 2. Rod Reynold (Yam); 3. Ed Droxier (Yam); 4. Bob Bland (Kaw); 5. Tom Fitsgerald (Yam).

VET EXP: 1. Warren Hickman (Yam); 2. Derrick Personefte (Yam); 3. Blake Barryman (Yam).

40+: 1. Herb Nachtigal (Yam); 2. Bob Bland; 3. Don Toussaint (Hon).

Hein hauls at Starwest MX

By Tony Alessi

PERRIS, CA, APR. 27

Gary Hein was the overall winner in the 250cc Beginner class during Starwest Night Time Supercross in Perris.

Hein was hot tonight and easily outdistanced his competition in the first 250cc Beginner race. Chris Roberts showed impressive speed as he recorded a solid second in front of hard charging Vet-class winner Bob Arthur.

The second moto saw Arthur pull a surprise holeshot, then go on to lead every lap of the race. Hein was as fast or faster then Arthur in most sections of the track but, after a hard-fought battle where Hein tried repeatedly to pass, Arthur was able to hang on for the moto win.

When the dust settled Hein would claim the overall win with a 1-2 score ahead of Arthur's 3-1 and Roberts' 2-3.

Chris Rogers topped the charts in the minibike ranks after defeating Jonathan Shimp in both the Supermini and 80cc (12-13) divisions.

Shimp had the starts wired and pulled the holeshot in each of the races on his CEF/Answer/Silkolene Oil-backed Honda, but a string of crashes held him at second in both classes behind the Dean Dickinson-tuned R&D Racing Suzuki of Rogers.

Newly crowned Pee Wee World Champion McCarthy set the record straight tonight after a convincing victory in the Pee Wee (4-6) class. Although McCarthy got the job done, Brandon Million was by far the most exciting rider on the track with his feet-off-the-pegs riding style. Million crashed at the start then picked himself up and charged all the way to second. Then just as he began to catch McCarthy another fall dropped him to third behind O'Neal rider Chase Takacs.

Results

Little Track

STRTR (4-6): 1. Raymond Vaidez (KTM); 2. John Baltas (LEM); 3. Clayton Pratt (KTM); 4. Blake Baggett (LEM); 5. Clayton Mutrillo (LEM).

(Left) Stefen Martin (93) prepares to overtake early race leader Jeff Kilgore (96) in 60cc (10-11) race action at Devils Ridge MX. Martin came away with both moto wins.
(Below left) Roy Miller (81A) claimed his first 600cc A-class win at Trail-Way Sppedway in Hanover, Pennsylvania.

STRTR 7-8: 1. Michael Yardley (LEM); 2. Daniel Moore (Yam); 3. Bemshot Cunnngham (LEM); 4. Jonathan Arana (Suz); 5. Keith Frog (KTM).

P/W STK A: 1. Jon McCarthy (LEM); 2. Chase Takacs (KTM); 3. Chad Gores (LEM); 4. Brandon Million (LEM); 5. Cody Longenecker (LEM).

P/W STK B: 1. Cody Bradbeay (KTM); Kalin Goodsite (KTM); 3. Mike Meade (LEM).

P/W BEG STK (4-6): 1. Bruce Rutherford (KTM); 2. Tommy Trarbaugh (KTM); 3. Jake Hulett (YTM); 4. Brady Huntley (KTM); 5. Anthony Sanabria (KTM).

P/W STK (7-8): 1. Mikal Overman (KTM); 2. Gerald Rodriguez (KTM); 3. Chaz Diesel (LEM); 4. Thomas Haddad (KTM); 5. Zachary Johnson (KTM).

P/W MOD A: 1. Chad Gores (LEM); 2. Jon McCarthy (LEM); 3. Justin Witaker (KTM).

P/W MOD B: 1. Kalen Goodsite (KTM); 2. Kameron Scott (LEM); 3. Mike Meade (LEM); 4. Travis Christenson (KTM).

Main Track

50 STK (4-6): 1. Jon McCarthy (LEM); 2. Chase Takacs (KTM); 3. Brandon Million (LEM); 4. Cody Longenecker (LEM); 5. Mike Meade (LEM).

50 STK (7-9): 1. Chad Gores (LEM); 2. Gerald Rodriguez (KTM); 3. Colton James (KTM); 4. Keith Frogue (KTM).

50 (4-6): 1. Justin Whaler (KTM); 2. Travis Christensen (KTM).

50 STK (7-8): 1. Kameron Scott (LEM).

60 (6-8): 1. Justin Workman (Kaw); 2. Patrick Pennington (Kaw); 3. Erik Coleman (Kaw).

60 (9-11): 1. Jason Medina (Kaw); 2. Kyle Foltz (Kaw); 3. Justin Wilson (Kaw); 4. Eric Hodges (Kaw).

80 BEG: 1. Kane Jameson (Yam); 2. Brad Robinson (Suz); 3. Danny Mohr (KTM); 4. Jimbo Bradbury (Hon); 5. Jeff Alessi (Suz).

80 (0-11): 1. Jesse Casillas (Yam); 2. Daton Beavers (Hon); 3. Shane Fox (Hon).

80 (12-13): 1. Chris Rogers (Suz); 2. Jonathan Shimp (Hon); 3. Ross Garcia (Yam); 4. David Sullins (Yam); 5. Sean O'Connor (Yam).

80 (14-16): 1. Brandon Morgan (Yam); 2. Derek Lindsey (Hon).

S/MINI: 1. Chris Rogers (Suz); 2. Jonathan Shimp (Hon); 3. Shane Fox (Kaw); 4. Jeff Alessi (Suz); 5. Sean O'Connor (Yam).

125 BEG: 1. Josh Cavanaugh (Hon); 2. Mike Powers (Suz); 3. Chad Davis (Suz); 4. Jeff Chrisman (Hon); 5. Mike Wagner (Hon).

250 BEG: 1. Gary Hein (Suz); 2. Bob Arthur (Hon); 3. Chris Roberts (Kaw); 4. Gabriel Brune (Hon); 5. Mike Conner (Kaw).

500 BEG: 1. Glenn Pillsbure (Hon).

BEG (25+): 1. Bob Arthur (Hon); 2. Derek Duncan (Suz).

BEG (30+): 1. Tim Bradbury (Hon); 2. Jon Lundberg (Yam); 3. Jerry Mel (Kaw); 4. Jim Masters (Kaw); 5. Chuck Minkle (Hon).

INT (30+): 1. Ron Coleman (Hon).

NOV (40+): 1. Greg McCarthy (Hon); 2. D.G. Stephens (Hon).

Martin masters Devils Ridge MX

By Jay and Sharon Hauser

SANFORD, NC, MAY 5

Kawasaki-mounted Stephen Martin took advantage of the perfect track conditions to turn in some hot rides en route to both moto wins in the 65cc (10-11) class at Devils Ridge Motocross on Michelin Tire Contingency day.

In addition to his winning rides in the 60cc class, Martin also had a strong showing in the 80cc 7-11 class where he finished second behind Bryan Nickelston in both motos riding his 60cc bike.

Martin blasted his KX60 out front of each 65cc (10-11) moto after a short battle with South Carolina's Jeff Kilgore. Kilgore got out to the early lead each time out, but would fall victim to the extremely fast Martin before the end of the first lap. Matthew Myers kept the lead pair in sight in both of the Mini outings but just could not match the fast pace of the leaders, settling for third in both motos and third overall.

Martin, a past Loretta Lynn's 50cc National Champion, is turning into quite an exceptional 60cc rider as he proved with his performance in the 80cc (7-11) division. Martin put his 60cc machine up against the 80cc bikes and just about came away with his first 80cc-class win ever. Martin worked past the Honda of Blake Hovis in both motos and set out after race leader Bryan Nickelston. Martin was able to run Yamaha-mounted Nickelston down in both motos but just couldn't squeeze out enough power down the straights. Nickelston nabbed a pair of firsts, and Martin followed him across the line in both motos. Hovis rounded out the top three over Jackson Gosnell and Matthew Myers.

Results

50 (4-6): 1. Eric Wood (LEM)

50 (7-8): 1. Ryan Fitzwater (Cob); 2. Stephen Cooke (KTM); 3. Keith Sturdivant (LEM); 4. Matthew O'Quinn (KTM); 5. Robert Danlan (LEM).

65 (7-9): 1. Samuel Fitzwater (Kaw); 2. Jackson Gosnell (Hon); 3. Cale Hayes (Kaw); 4. Dusti Myers (Kaw); 5. Chris Norris (Kaw).

65 (10-11): 1. Stephen Martin (Kaw); 2. Jeff Kilgore (Kaw); 3. Matt Myers (Kaw); 4. Derrick Gause (Kaw); 5. Sonny Tibbins (Kaw).

80 (7-11): 1. Bryan Nickelston (Yam); 2. Stephen Martin (Kaw); 3. Blake Norris (Hon); 4. Jackson Gosnell (Hon); 5. Matthew Myers (Hon).

80 (12-15): 1. Derrick Bell (Hon); 2. Chris Roberts (Hon); 3. William Myers (Hon); 4. Jason Bryant (Yam); 5. Rick Rikard (Kaw).

80 D: 1. Ethan Peace (Yam); 2. Eric Cox (Hon); 3. Justin Grubbs (Hon); 4. Brandon Nance (Hon); 5. Chris Neal (Suz).

S/MINI: 1. Barry Carpenter (Hon); 2. Derrick Bell (Hon); 3. Chris Roberts (Hon); 4. William Myers (Hon); 5. Rick Rikard (Kaw).

SCHBY: 1. Martin Pence (Kaw); 2. Steven Willard (Suz); 3. Bryan Weatherly (Kaw); 4. Brandon Hankins (Yam); 5. Ryan Hawkins (Yam).

125 A: 1. Brandon Turlington (Suz); 2. Tilden Styron (Suz); 3. Chuck Shirley (Yam).

125 B: 1. Nicholas McAllister (Kaw); 2. Joe Sanwick (Suz); 3. Stoner Ross (Hon); 4. Chriss Gillespie (Suz).

125 C: 1. Steven Willard (Suz); 2. Michael Duke (Suz); 3. Bryan Weatherly (Kaw); 4. Martin Pence (Kaw); 5. Robbie Poole (Hon).

125 D: 1. Daniel Sheffield (Suz); 2. Mark Murphy (Suz); 3. Jermy McNabb (Kaw); 4. Ian Hamilton (Hon); 5. Jason Maness (Hon).

250 A: 1. Tilden Styron (Suz); 2. Brandon Turlington (Suz); 3. Mike Eastwood (Kaw); 4. Scott Shipley (Suz); 5. Vann Gibson (Hon).

250 B: 1. Ryan Schafer (Hon); 2. Nelan McFarland (Kaw); 3. Steve Lett (Suz).

250 C: 1. Chris Baldwin (Suz); 2. Steve Schryver (Hon).

250 D: 1. Joseph Fisher (Kaw); 2. Barry Carpenter (Hon); 3. Terry Safrit (Yam); 4. Carl Plumley (Suz); 5. Jeff Warlick (Hon).

25+ A: 1. Scott Shipley (Suz); 2. Mike Eastwood (Kaw); 3. Kirk Johnson (Yam); 4. Craig Johnson (Yam).

25+ B: 1. Nelan McFarland (Kaw); 2. James Sloat (Suz); 3. David Anderson (Hon); 4. John Schafer (Suz); 5. Jimmy Jones (Yam).

25+ C: 1. Russ Picket (Hon); 2. Kyle Stover (Yam).

30+ A: 1. Scott Shipley (Suz); 2. Vann Gibson (Hon); 3. Jay Hauser (Hon); 4. Nick Allen (Hon); 5. Tim Langdon (Yam).

30+ B: 1. David Eller (Kaw); 2. Jimmy Johnson (Hon); 3. James Sanchez (Yam); 4. Jerry Robertson (Kaw); 5. Rick Rikard (Suz).

30+ C: 1. Russ Pickett (Hon); 2. Ronald Weaver (Hon).

35+: 1. Darrell Bell (Hon); 2. Nick Allen (Hon); 3. Steve Gentry (Hon); 4. Ronald Weaver (Hon); 5. Mark Smith (Suz).

40+: 1. Darrell Bell (Hon); 2. Auman Parrish (Yam); 3. Bob Maner (Hon); 4. Jimmy Evers (Yam).

U/L: 1. Nick McAllister (Kaw); 2. Ryan Schafer (Hon); 3. Michael Duke (Suz); 4. Robert Currie (Kaw); 5. Jeremy McNabb (Kaw).

Winsetts wallop Trail-Way ST

By Len Breech

HANOVER, PA, MAY 4

The Winsett clan dominated the proceedings as Trail-Way Speedway hosted over 100 riders who would rather race than spectate at the Delaware National.

Rick Winsett easily took the small 600 Pro final and also the Sportsman final. Cousin John borrowed Will Russell's Suzuki barely to beat Bruce Ingram in the 250cc A final. While this class is normally won by the "young lions," the 600cc A has long belonged to riders with a few gray or missing hairs. So far this season, however, it looks like the youngsters are coming of age as Roy Miller became the third different "kid" to win the class.

Not to take anything away from age and experience, as Don Prevost became the first B rider to win three classes in the same evening, as he started the evening off with the Over 40 win, then pulled to the line in the very next race to take the 600cc B, and after some time to catch his breath, he later won the 250cc B.

Roy Miller was first out of the gate in the 250cc A final, with John Winsett, Bruce Ingram and Rusty Eves right behind. As they came out of the second turn on the third lap, Winsett got in front, with Ingram coming along. In the late laps, Ingram closed the gap, but lost to Winsett in their battle for that first Expert-class win.

Roy Miller survived a red flag to claim his first 600cc A win. He led both starts, with Jim Hollister, Tim Eades and Tom McGrane Jr. staying close during the rest of the final.

With only two Pro riders signing in, they were combined with the Over 30 class, which gave Jim Hollister ideas of seeing how good Rick Winsett might be. However, as per the rules they started on separate lines, with Winsett and Ace Phillips using their advantage to jump in front of Hollister, Nick Taylor and Brian Eckhart. A red flag about halfway had them starting single file, with Hollister in second, but Winsett was untouchable.

Results

750 A: 1. Clarence Bull (Yam); 2. Nick Taylor (Yam).

40+: 1. Don Prevost (Hon); 2. Steve Angleberger (Kaw); 3. Tom Vonderhey (Kaw).

600 B: 1. Don Prevost (Hon); 2. Bryon Germer (Hon); 3. Brad Calcutt (Rtx); 4. Sam Winters (Yam); 5. Mitch Snyder (Hon).

55 (4-6): 1. Chad Uhler (Yam); 2. Dale Tasker Jr. (Yam); 3. Evan Baer (Yam); 4. Brandon Robinson (Yam); 5. Jeff Haldeman (Yam).

600 PRO: 1. Rick Winsett Jr. (Rtx); 2. Ace Phillips (Rtx).

30+: 1. Jim Hollister (Rtx); 2. John Henderson (Rtx); 3. Brian Eckhart (Rtx); 4. Nick Taylor (Yam); 5. Dean Sullivan (Hon).

250 A: 1. John Winsett Jr. (Suz); 2. Bruce Ingram (Yam); 3. Roy Miller (Hon); 4. Jim Haas (Kaw); 5. Rusty Eves (Yam).

55 (7-8): 1. Leroy Bussey (Yam); 2. John Davis (M-M); 3. Randy Shank (Yam); 4. Nicholas Henderson (M-M); 5. Shawn Weaver (Yam).

SPTSMN: 1. Rick Winsett Jr. (Rtx); 2. Ace Phillips (Rtx); 3. Ken Yoder (Rtx); 4. Tom McGrane Jr. (Rtx); 5. Don Mullen II (Hon).

250 B: 1. Don Prevost (Hon); 2. Ken Miller Jr. (Yam); 3. Mike Chalfant (Yam); 4. Bruce Miller (Yam); 5. Will Russell (Suz).

65: 1. Jared Mees (Kaw); 2. Shawn Foster (Kaw); 3. Bryan Douglas (Kaw); 4. Tony Krause Jr. (Kaw); 5. Leroy Bussey (Kaw).

600 A: 1. Roy Miller (Rtx); 2. Jim Hollister (Rtx); 3. Tim Eades (Rtx); 4. Tom McGrane Jr. (Rtx); 5. Bruce Ingram (Rtx).

85: 1. Corey Hormes (Hon); 2. Bryan Douglas (Yam); 3. Chris Klinefelter (Hon); 4. Brian Phillips (Yam); 5. Shawn Foster (Hon).

125 A: 1. Joe Zydinsky (Hon).

125 B: 1. Ben Miller (Yam); 2. Raun Wood (Yam).

Beatty blasts Barona Oaks MX

By Homer Enbanks

RAMONA, CA, APR. 20

Tim Beatty took home top honors in both the 125cc (16-21) and the 125cc Intermediate class during a makeup motocross event at Barona Oaks.

A total of 126 riders racing in 32 classes produced plenty of action. After a three-week layoff all the riders were anxious to race, but Beatty, Ron Loftin, Byron Frost and John Hopkins turned out to be the big winners of the day.

Wilson Nichols made Beatty earn his Intermediate-class wins in both motos. Every time Nichols was able to get around or pull up even, Beatty was able to jump right back into the lead. Nichols had to settle for second overall with Manny Arias and Frank Dato trailing.

In the first 125cc (12-15) moto Ron Loftin quickly established himself as the leader. He and Steve Yurkovic wrestled throughout the moto but Loftin was able to take the win. At the flag Yurkovic had dropped to third behind Travis Frink.

In the second moto Yurkovic got off the line first and made Loftin chase him throughout the moto. Loftin held the second spot and with Yurkovic's third-place finish in round one Loftin won the overall.

The 125cc Beginner class brought out some very heated battles. David Taylor was able to jump out for the early lead but found Byron Frost right on his tail. Frost couldn't put it together to take the lead and had to settle for second.

In the second moto things got turned around for Frost. Frost served notice right off the gate, which put the pressure on Taylor, who was trailing. Frost held on for the win to take the overall. Taylor ended up second in the moto and second overall.

Results

INTRO TO MX: 1. Rafael Izaguirre (Kaw); 2. Robert Garner (Hon); 3. Kevin Fava (Kaw); 4. Kenny Vessels (Suz), 5. Bobby Romero (Kaw).

P/W F/T: 1. Molan Shultz (Yam); 2. Clayton Murillo (LEM); 3. Raymond Valdez (KTM); 4. Alberto Heredia (KTM); 5. Cody Valenzuela (Yam).

P/W STK (0-6): 1. Chase Takacs (KTM).

P/W STK (7-8): 1. Brad Masters (LEM); 2. Kevin Wade (LEM); 3. Zachery Johnson (KTM).

JR CYCLE STK (0-8): 1. Jake Bissonnette (Kaw); 2. Ivan Shultz (Kaw); 3. Marc Abernathy (Kaw) ; 4. Kyle Spaulding (Kaw); 5. Matt Rose (Kaw).

JR CYCLE MOD (0-8): 1. Phillip Bruscella (Kaw); 2. Patrick Pennington (Kaw); 3. Candice Motshagen (Kaw).

JR CYCLE STK (9-11): 1. Ryan Beat (Kaw); 2. Cas Swift (Kaw); 3. Shaun Connelly (Kaw); 4. Zac Wray (Kaw), 5. Chris Moore (Kaw).

80 BEG: 1. Joshua Navarro (Kaw); 2. Jason Carlton (Suz); 3. Scott Graham (Kaw); 4. Peter Scully (Yam); 5. Nick Tyree (Yam).

80 STK (9-11): 1. Jesus Casillas (Yam); 2. Ryan Beat (Kaw); 3. Clinton Pierce (Suz); 4. Shaun Connelly (Kaw); 5. David Meyers (Kaw).

80 MOD: 1. Anthony Bruscella (Suz).

80 NOV: 1. Billy Laninovich (Yam); 2. Jake Elkins (Kaw); 3. Matt Condon (Yam); 4. Travis Bemis (Hon); 5. Brandon Hamlett (Kaw).

80 INT: 1. John Hopkins (Suz).

S/MINI: 1. John Hopkins (Suz); 2. Jesus Casillas (Yam); 3. Jake Elkins (Kaw); 4. Billy Laninovich (Yam); 5. Anthony Bruscella (Suz).

125 BEG: 1. Byron Frost (Suz); 2. David Taylor (Yam); 3. Byron Kukla (Kaw); 4. Dennis Bacon (Suz); 5. Josh Santa (Yam).

125 (12-15): 1. Ron Loftin (Hon); 2. Steve Yurkovic (Kaw); 3. Travis Frink (Kaw); 4. Dru Blocker (Suz); 5. Brandon Vielguth (Kaw).

125 (16-21): 1. Tim Beatty (Yam).

125 NOV: 1. Ron Loftin (Hon); 2. Travis Frink (Kaw); 3. Geoff Walters (Suz); 4. Jeremy Stenberg (Suz); 5. Dru Blocker (Suz).

125 NOV MOD: 1. Steve Yurkovic (Kaw).

125 INT: 1. Tim Beatty (Yam); 2. Wilson Nichols (Hon); 3. Manny Arias (Hon); 4. Frank Dato (Suz).

250 BEG: 1. Joey Russo (Suz); 2. Matt Hogstrom (Yam).

250 NOV: 1. Aaron McDonough (Yam).

250 INT: 1. Tim Beatty (Yam); 2. Collin Eberly (Hon); 3. Shawn Ireland (Hon).

250 PRO: 1. Gabe Bolivar (Yam); 2. Lars Eric Larson (Hon).

OP A (26-29): 1. Frankie Brundage (Kaw); 2. Roy Basin (Yam); 3. Lance Johnson (Yam).

OP A (30-34): 1. Chris Swift (Hon); 2. Don Cannelly (Suz); 3. Scott LaRosh (Hon); 4. Scott Richeson (Kaw).

OP A (35-39): 1. Tim Marsh (Hon); 2. Bob Humphus (Yam); 3. Curtis Tyree (Yam).

OP A (40+): 1. David Chunn (Suz).

OP B (25-29): 1. John Washburn (Kaw); 2. Don Brown (Kaw).

OP B (30-34): 1. Chris Semon (Hon); 2. Les Abernathy (Hon); 3. David Reynolds (Yam); 4. Clay Johnson (KTM).

OP B (35-39): 1. Greg Myers (Kaw); 2. Richard Townsend (Hon); 3. Ron Patterson (Hon); 4. David Fava (Hon); 5. Joseph Gonzalas (KTM).

OP B (40+): 1. Bill Bacon (Suz); 2. Tom Eberly (Hon); 3. Chuck Fox (Suz); 4. Pat Ireland (Yam); 5. Walter Porter (Suz).

Rushton takes Leisure Time GP

By Don Browning

MODARYVILLE, IN, MAY 5

Bryan Rushton braved ruts and foul weather to take the 60cc win at RPM's season-opening Leisure Time Grand Prix in Modaryville, Indiana.

The track has undergone a few refinements, including the addition of stadium-style jumps, since the state championship that was held at Leisure Time last year, and at the beginning of practice riders faced a well-groomed track. By

the start of racing, however, a thunderstorm hit and brought rain that would persist over the day's racing.

By the time the 60cc riders took the gate, the the track had developed some tough ruts. Robbie Conklin dashed away with the holeshot, followed by Brandon Goodman and Steven Valutis. Conklin's lead was short-lived, however, because when he tried to change lines in the second turn he bobbled and crashed. Second-place Goodman suddenly found himself with the lead. Goodman held on for a few laps, but Bryan Rushton was closing. Then Goodman augered into an uphill, giving the lead to Rushton. Valutis, too, passed Goodman only to crash on a sweeper to give the runner-up spot back to Goodman and thus set the finish order. With the steady rains, all the automatics except one decided to pack up and leave. The lone rider on the start was KTM-mounted Rushton. The referee told him that he would give him a trophy and he wouldn't have to run, but Rushton replied: "I want to ride and earn it." With his solo first in the Autos and his win in 60cc class, Bryan joined Jacob Franklin as double class winners.

Results

AUTO: 1. B. Rushton (KTM).
60: 1. B. Rushton (KTM); 2. B. Goodman (Kaw); 3. S. Valutis (Kaw).
80 JR: 1. M. Zylstre (Hon).
80 SR: 1. J. Franklin (Kaw); 2. J. Cook (Yam); 3. K. Hohn (Hon); 4. J. Johnson (Suz).
(12-15): 1. J. Franklin (Kaw).
(16-24): 1. D Brivicic (Hon).
125 B: 1. M. Lucas (Yam); 2. D. Grivicic; 3. J. Love (Hon).
125 C: 1. J. Smith (Kaw); 2. D. Thews (Hon); 3. S. Grivicic (Hon).
250 A: 1. G. Watson (Hon); 2. N. Copeland (Kaw).
250 B: 1. C. Wolfe (Hon); 2. T. Moser (Hon).
250 C: 1. D. Thews (Hon); 2. S. Robertson (Hon); 3. T. Schoonweld (Kaw).
25+ B: 1. M. Childers (Hon); 2. M. Lucas (Yam); 3. A. Thomas (Hon).
30+ B: 1. S. Rogers (Hon); 2. L. Becklehimer (Yam).
40+: 1. R. Godon (Hon); 2. M. gilleran (Yam); 3. G. Pontius (Suz).

Bonello, Mason master Fairgrounds Supercross

By Greg Robertson

LANCASTER, CA, MAY 4
Both Anthony Bonello and Josh Mason used perfect 1-1 scores to win the 80cc and 125cc Beginner classes, respectively, during the opening round of Full Blown Promotions' So Cal Supercross Series at the Antelope Valley Fairgrounds.

The 80cc Beginner first-moto holeshot belonged to Chris Elliott, with John Simanovich and Nicholas Burson close behind. Bonello went from fifth to third during the first lap and was handed second place when Simanovich crashed a short time later. Bonello followed Elliott for a lap before taking control and pulling away with the win. Jesse Beard, Chris Barrett and Deuce Rutledge worked up to grab third- through fifth-place finishes, in that order.

Bonello grabbed the second-moto start over 20 other eager riders and proceeded to easily pull away for his second win. A good battle for second during the race between Elliott and Beard had Elliott come out on top, but Beard earned the second-place trophy with consistent 3-3 finishes.

Chaz Smith was quickest down the long start straight to lead Jason Ebel and Mason early in the first 125cc Beginner moto. Within a lap Ebel and Mason were arguing over the lead as Chaz Smith held off Ray Smith for third. Ebel bobbled on a jump-filled straight and Mason seized the opportunity to assume the lead that he would eventually stretch to 10-seconds by the checkers. Ebel took second and Ray Smith kept Chaz Smith at bay for third.

Round two belonged to Mason from the drop of the gate to the finish-line triple jump. Ray Smith ran in the runner-up position until the final lap when Ebel found a quicker line through a series of whoops to steal the position.

D.J. Sweany posted 2-1 scores to take home the 250cc Pro purse money over Todd Nelson. Tony Sulek won the first moto over Sweany. Sulek went down on the second-moto start, but managed to reel in Sweany and Nelson in his bid for the overall, until a spectatular trip over the bars by Sulek handed Sweany the win.

Results

P/W (0-6): 1. Dylan De Castro (Yam); 2. Kevin O'Donnell (Yam); 3. Shana Rhinehart (Yam); 4. A.J. Schahrer (Yam).
P/W (7-9): 1. Ricky Hemme (Yam); 2. Miguel Romero (Yam).
S/STK (0-6): 1. Wesley Parrish (LEM); 2. Kyle Bemantz (KTM); 3. Chad Gores (LEM); 4. Brian Stamback (KTM); 5. Brian Powell (KTM).
S/STK (7-9): 1. J.J. Noone (KTM); 2. Chad Cole (KTM); 3. Tye Hames (KTM); 4. Chaz Diesel (LEM); 5. Timmy Ritzler (KTM).
MOD (0-9): 1. Ricky Hemme (LEM); 2. Jerry Noone (LEM); 3. Wesly Parrish (LEM); 4. Chad Gores; 5. Mike Meade (LEM).
60 BEG: 1. Scott Stamback (Kaw); 2. Mitch Alsobrook (Kaw); 3. Deven DeCastro (Kaw); 4. Noah Hernandez (Kaw); 5. Justin Renwick (Kaw).
60 (0-8): 1. Ricky Hemme (Kaw); 2. Ryan Roybal (Kaw); 3. J.J. Noone (Kaw); 4. Cory Redenius (Kaw).
60 (9-11): 1. Sean Collier (Kaw); 2. Nicholas Burson (Kaw); 3. Aaron Bergantz (Kaw).
80 BEG: 1. Anthony Benello (Kaw); 2. Jesse Beard (Yam); 3. Chris Elliott (Yam); 4. Nicholas Burson (Suz); 5. Deuce Rutledge (Kaw).
80 (0-11): 1. Scott Howe (Yam); 2. Sean Collier (Kaw); 3. Shane Bess (Suz); 4. Gerard Patin (Yam).
80 (12-13): 1. Jonathan Shimp (Hon); 2. Chris Tocco (Suz); 3. Chris Rodgers (Suz); 4. Justin Bonanno (Yam).
125 BEG: 1. Josh Mason (Suz); 2. Jason Ebel (Hon); 3. Ray Smith (Yam); 4. Chaz Smith (Suz); 5. Hank Zeman (Hon).
125 NOV: 1. Jason Fonseca (Suz); 2. Jason Howard (Kaw); 3. Dusty Walters (Yam); 4. Scott Priputen (Yam); 5. Travis Smith (Kaw).
125 INT: 1. Chris Neitzel (Kaw); 2. Michael Collier (Kaw); 3. Mike Gibson (Hon); 4. Jeremy Chausse (Kaw).
125 PRO: 1. D.J. Sweany (Hon).
250 BEG: 1. Rich Rungaitis (Suz); 2. Jon Crovetti (Hon); 3. Rick Nolte (Suz); 4. Phillip Zackrison (Suz); 5. Cody Metter (Kaw).
250 NOV: 1. Travis Smith (Kaw); 2. Shane Metter (Kaw); 3. Dave Pedrow (Suz).
250 INT: 1. Brian Sweany (Hon).
250 PRO: 1. D.J. Sweany (Hon); 2. Todd Nelson (Suz); 3. Tony Sulek (Yam); 4. Gabe Bolivar (Yam).
500 BEG: 1. Darryl Stewart (KTM); 2. Steven Smotherman (Hon); 3. Chet Stewart (KTM).
JR VET BEG: 1. Rob Edwards (Yam); 2. Brian Larick (Kaw); 3. Richard Steinhurst (Hon); 4. Terry Crosby (Hon).
JR VET NOV: 1. Jeff Finch (Hon); 2. Manny DelCampo (Yam).
JR VET INT: 1. Shaun Davis (Hon).
VET BEG: 1. Steve Karsten (Yam); 2. Tim Damon (Hon); 3. Clyde Adams (Hon); 4. Brian Tubbert (Hon); 5. Eric Farmer (Hon).
VET NOV: 1. Jerry Asher (Hon); 2. Eric Barr (Hon).
SR NOV: 1. Peter Terracciano (Kaw).
DUAL SPORT: 1. Cain Smead (KTM).

Dostal turns heads at Perris

By Tony Alessi

PERRIS, CA, MAY 4
Two weeks after Jiri Dostal won the World Mini Grand Prix, he took his winning ways to Perris and posted a double moto sweep of the 125cc Intermediate class during GFI Super Saturday Motocross.

Perhaps even more impressive than Dostal's class win was the fact that he also beat both Eric Schnell and Mike Chamberlain, the two pros in both motos.

Dostal pulled the holeshot in the first moto and went on to lead all 15 laps of the race. Dostal rode with strength and confidence and opened up a six-second lead at the finish over Pros Schnell and Chamberlain and Intermediates Jason Abbott and Billy Clifton.

The second moto saw Dostal get the jump once again on his Pro Circuit-prepared Suzuki, but a wild seat-of-the-pants pass in turn two by Jason Abbott left Dostal second and a bit dazed.

Dostal recovered and passed Abbott just after the start of the second lap, and just like the first moto he set a pace that no other riders, including the Pros, could match. Dostal went on to lead all the remaining laps despite a last-lap charge by Chamberlain. In the end, Dostal proved his ability with the double moto victory and proved that he has progressed to the next level and should be a rider to watch in the Pro ranks in 1997.

Bomber Hernandez swept both 125cc Novice-class motos after close racing with Gary Dellegatte and Corey Daly. The first moto saw Hernandez get stuck behind 250cc Novice-class leader Rudy Rodriquez for most of the race. Cory Daly was arguably the fastest rider on the track, and charged from a first-lap crash back to second place in the end behind Hernandez.

In the final 125cc Novice race Hernandez chased down Dellegatte late in the race to post the moto and overall win, while Daly was the one this time who was stuck behind Rodriquez for most of the race. Daly finished a disappointing third while Howey Erickson and Dustin Ryley rounded out the top five.

Results

60 FT: 1. Alec Hankins (Kaw); 2. Jason Corpodian (Kaw).
60 BEG: 1. Jason Domann (Kaw); 2. Bryan Minter (Kaw).
80 BEG: 1. Rod Hamby (Suz); 2. Micky Griffin (Yam); 3. Pat Terry (Yam); 4. Kevin Kane (Yam); 5. Jeff Alessi (Suz).
80 NOV: 1. Jeremy Kelper (Suz); 2. J.J. Hall (Yam).
125 BEG: 1. Ryan Orr (Suz); 2. Jeremiah Puvogel (Suz); 3. Bonnie Warch (Suz); 4. Miguel Anderson (Yam); 5. Travis Newman (Yam).
125 NOV: 1. Bomber Hernandez (Hon); 2. Gary Dellegatte (Yam); 3. Corey Daly (Hon); 4. Howey Erickson (Hon); 5. Dustin Ryley (Yam).
125 INT: 1. Jiri Dostal (Suz); 2. Jason Abbott (Suz); 3. Billy Clifton (Kaw); 4. John Nelson (Hon).
PRO: 1. Mike Chamberlain (Yam); 2. Eric Schnell (Suz).
250 BEG: 1. Brandon Probert (Hon).
250 NOV: 1. Rudy Rodriguez (Kaw); 2. Jason Austin (Hon); 3. Bob Arthur (Hon).
250 INT: 1. Kelly Pichel (Kaw); 2. Danny Montoya (Suz).
500 BEG: 1. Norm Schiel (Hon).
BEG (25+): 1. Mike Alvord (Yam); 2. Jeff Kuykendall (Suz); 3. Eric Weber (Suz).
NOV (25+): 1. Derek Duncan (Suz); 2. Bob Arthur (Hon).
BEG (30+): 1. Michael Marrin (Yam); 2. Bill Gray (Kaw); 3. Jeff Smith (Hon); 4. Jon Lundberg (Yam); 5. Tami Rice (Kaw).
NOV (30+): 1. Gary Harada (Hon); 2. Rudy Chavez (Hon); 3. Robert Pfetzing (Hon).
INT (30+): 1. Jim Domann (Kaw); 2. Todd Gould (Suz); 3. Randy Skinner (Suz); 4. Ron Lawson (Suz); 5. Brian Allen (Suz).
PRO (30+): 1. Craig Hofmeister (Hon).
NOV (35+): 1. Pete Vetrano (TM); 2. Mark Granberg (Kaw); 3. Robert Pfetzing (Hon).
INT (35+): 1. Ron Lawson (Suz).
INT (40+): 1. Norm Schiel (Hon); 2. Marino Bastionell .
EX (40+): 1. George Kohler (Yam); 2. Randy Minter (Kaw); 3. Wayne Cummins (Hon); 4. Jody Weisel (Suz); 5. Chuck Minert (Kaw).

Intermediate Jiri Dostal (21) proved his ability at the GFI Super Saturday MX by outracing the likes of Pro rider Mike Chamberlain (4).

Grigg breaks Roebling Road RR record

By Bob Applegate

FAULKVILLE, GA, APR 27-28
After a slow start to his racing season, 27-year-old Steve Grigg picked things up and shattered a long-standing track record on Roebling Road's twisting two-mile road course during Sunday's Championship Cup Series Expert Unlimited GP.

Grigg was on his way to one of several victories on the weekend when the record time of 1:14.40 came early in the eight-lap final, bettering the time of 1:15.50 held since 1988 by Scott Russell. Grigg, a rookie expert, credited his success to lots of practice laps, a very strong Muzzy motor and excellent work by GMD Computrack-Atlanta.

The three-time amateur champion said: "This is the culmination of a lot of things, a lot of changes and a lot of preparation." Perfect weather conditions and light traffic during the race helped out too. To further round out his record-setting weekend, Grigg picked up a win in Heavyweight Supertwins aboard a Ducati 916, and wins and prize money in GTO, Heavyweight Superbike, and Unlimited Superbike.

Marietta Motorsports' Drew Lincoln had a banner weekend as well, taking five wins against hot competition while brother William earned a checkered himself. Drew Lincoln did give one up to number-one-plate holder Leslie Horne. Horne took Lincoln at the line by a half a wheel after a red flag and restart in Saturday's GTU race. Horne, six days away from being married, has eased off from his intense pace of '95 and rode a beautifully prepared stock CBR600F3.

South Carolina's Mike Ciccitto seems to be picking up where Jamie Hacking left off in the Southeast. The former motocrosser has had no problem adapting to the asphalt and earned two big wins on his KWS Motorsports/Lockhart Phillips/Lukes Honda CBR600.

Results

AM L/W SS: 1. Marc Kingsley (Yam); 2. Pat Mooney (Yam); 3. James Crawford (Yam); 4. Andrew Kantor (Yam); 5. Thomas Noble (Yam).
EX L/W SS: 1. George Reavis (Yam); 2. Will Rownd (Yam); 3. Ron Perry (Yam); 4. Michael Polston (Yam).
AM M/W SS: 1. Bud Lawter (Hon); 2. David Callahan (Hon); 3. Joe Klaasen (Hon); 4. Keith Wilson (Hon); 5. David George (Hon).
EX M/W SS: 1. Drew Lincoln (Hon); 2. Pat Mooney (Hon); 3. Eric Gray (Hon); 4. Chris Steele (Hon); 5. Mark Monyette (Kaw).
AM H/W SS: 1. Stevan Schmidt (Kaw); 2. Richard Pacelia (Kaw); 3. Bryon Barbour (Suz); 4. Marc Kingsley (Hon); 5. Keith Hoogstad (Hon).
EX H/W SS: 1. Drew Lincoln (Hon); 2. Mike Ruditys (Suz); 3. Steve Reker (Suz); 4. Mark Henry (Suz); 5. Terry Hicks (Kaw).
U/L SS: 1. Gene Church (Hon); 2. Terry Hicks (Kaw); 3. Steve Reker (Suz); 4. Brent Lynch (Suz); 5. Keith Marquez (Suz).
AM L/W S/BK: 1. William Lincoln (Yam); 2. Doug Stroud (Hon); 3. Pat Mooney (Yam); 4. Matt Blashfield (Hon); 5. Andrew Kantor (Yam).
EX L/W S/BK: 1. Will Rownd (Yam); 2. Chris Casey (Hon); 3. Michael Polston (Yam); 4. Kevin Moore (Yam); 5. Kenneth Abbott (Yam).
AM M/W S/BK: 1. Mike Ciccotto (Hon); 2. Timothy Godwin (Hon); 3. David Callahan (Hon); 4. William Taylor (Hon); 5. Bud Lawter (Hon).
EX M/W S/BK: 1. Drew Lincoln (Hon); 2. Pat Mooney (Hon); 3. Mark Monyette (Kaw); 4. Eric Gray (Hon); 5. Michael Lenning (Hon).
AM H/W S/BK: 1. Bud Lawter Hon); 2. Stevan Schmidt (Kaw); 3. Bryon Barbour (Suz); 4. Richard Pacelia (Kaw); 5. Joseph Stroudd (Hon).
EX H/W S/BK: 1. Steve Grigg (Kaw); 2. Drew Lincoln (Hon); 3. Mark Henry (Suz); 4. Brent Lynch (Suz); 5. Thomas Lombardo (Yam).
EX U/L S/BK: 1. Steve Grigg (Kaw); 2. Drew Lincoln (Hon); 3. Jonathan Bolton (Suz); 4. Jeff Belue (Suz); 5. Mike Ruditys (Suz).
AM L/W GP: 1. William Lincoln (Yam); 2. Doug Stroud (Hon); 3. William Back (Yam); 4. Matt Blashfield (Hon); 5. Andrew Kantor (Yam).
EX L/W GP: 1. Rodney French (Yam); 2. Mark Brown (Yam); 3. Will Rownd (Yam).
AM M/W GP: 1. Mike Ciccotto (Hon); 2. David Callahan (Hon); 3. Bud Lawter (Hon); 4. William Taylor (Hon); 5. Todd Stempien (Hon).
EX M/W GP: 1. Drew Lincoln (Hon); 2. Eric Gray (Hon); 3. Jon Schrodt (Hon); 4. Duncan Farash (Hon); 5. Jeffrey Lasher (Hon).
U/L GP: 1. Steve Grigg (Kaw); 2. Jonathan Bolton (Suz); 3. Leslie Horne (Hon); 4. Jeff Belue (Suz); 5. Drew Lincoln (Hon).
AM 125 GP: 1. Laura Hardy.
EX 125 GP: 1. Mark Brown (Hon); 2. Brad Smith (Hon).
EX US TW SPTS: 1. Frank Stroman.
AM SPTSMN: 1. Craig Gagner.
EX SPTSMN: 1. Frank Stroman (Kaw); 2. Mark Schmitt (Kaw); 3. Michael Conforti (Kaw); 4. Ralph Daugherty (MZ); 5. George Reavis (Kaw).
AM L/W ST: 1. Craig Gagner (Kaw); 2. Doug Stroud (Hon); 3. Matt Blashfield (Hon); 4. Justin Johnston (Hon); 5. Daniel Shannon (Hon).
EX L/W ST: 1. Chris Steele (Hon); 2. John Berry (Hon); 3. Frank Stroman (Kaw); 4. Chris Casey (Hon); 5. Mark Schmitt (Kaw).
AM H/W ST: 1. Marty Sauls (Duc); 2. Doug Stroud (Hon); 3. Matt Blashfield (Hon).
EX H/W ST: 1. Steve Grigg (Kaw); 2. Chris Casey (Hon); 3. Frank Stroman (H-D); 4. Mark Schmitt (Kaw); 5. Chris Steele (Hon).
AM SOLO GTU: 1. Mike Cicotto (Hon); 2. William Taylor (Hon); 3. David Callahan (Hon); 4. Timothy Godwin (Hon); 5. Arash Hoshmandy (Hon).
EX SOLO GTU: 1. Leslie Horne (Hon); 2. Drew Lincoln (Hon); 3. Jon Schrodt (Hon); 4. Michael Lehning (Hon); 5. Duncan Farash (Hon).
AM SOLO GTO: 1. Mike Cicotto (Hon); 2. Timothy Godwin (Hon); 3. David Callahan (Hon); 4. Stevan Schmidt (Kaw); 5. Arash Hoshmandy (Hon).
EX SOLO GTO: 1. Steve Grigg (Kaw); 2. Jeff Belue (Suz); 3. Mike Ruditys (Suz); 4. Drew Lincoln (Hon); 5. Doug Kidd (Kaw).

Petty pummels 290 Motocross

By Kat Spann and the Beckster

WALLER, TX, APR. 21
Ryan Petty had the home-track advantage at round three of the 24th annual Texas Series and used it to full advantage as he raced to vitory in all four motos in the 124 and 250cc Novice divisions at 290 Motocross Park.

Petty had to battle with Roger Thayer, though, who nailed each first turn with perfection. Thayer finished second in all four motos to Petty, but still has the upper hand having taken both class wins at Burleson the week before when Petty was in Las Vegas at the World Mini Grand Prix.

Houston's Dave Shade battled in the 250 and 125cc Expert divisions, in spite of the flu and a 102 fever. The first 250cc Expert-class moto had D.L. Wood grab the holeshot with a railing Billy Akers in second. Akers got around Wood by the end of the first lap and appeared to be at the controls until Shade took over the lead in lap four and stayed out front for the remainder of the moto. In the meantime, Chris Torrance set his sights on Wood and passed into third in a

Bradley Mikolas (36) topped the 60cc Modified (6-11) class at 290 Motocross Park outside of Houston, Texas.

sweeper. In the same lap, Shade passed Akers in the back.

Moto two had Akers out front with Kevin Gravett blasting the Team Green riders out of the first turn for the lead. Akers chased Gravett into lap two, but a hard-charging Shade blew the doors off both of them in the next lap. Akers got by Gravett and never let up on Shade as the laps counted down. Shade finished out the race with a pair of aces and the overall, while Akers had to settle for second with his pair of deuces. Gravett finished third, which was good enough for third overall, with Wood and Torrance finishing out the top five.

Results

50 STK: 1. Ronny Jackson (Yam); 2. Austin Miller (KTM); 3. Hunter McCarthey (KTM); 4. Dustin Shows (KTM); 5. Rowdy Rohlfs (LEM).

50 MOD: 1. Colt Stephens (Cob); 2. Adam Reson (Cob); 3. Luke Bledsoe (LEM); Michael Pritchett (Yam); 5. Ronny Jackson (LEM).

60 STK: 1. Jonathan Kerr (Kaw); 2. Bradley Mikolas (Kaw); 3. Bryan Zachary (Kaw); 4. Billy Perran (Kaw); 5. Quinn Harris (Kaw).

60 MOD: 1. Brad Wolfe (Kaw); 2. Bryan Zachary (Kaw); 3. L.G. Tretter (Kaw); 4. Bradley Mikolas (Kaw); 5. Jonathan Kerr (Kaw).

80 BEG: 1. Jeremy Durrett (Kaw); 2. Chris Curry (Kaw); 3. Joey Reed (Kaw); 4. Lyndon Bedford (Kaw); 5. Rocky Fleming (Yam).

80 JR (7-11): 1. Robby Shinn (Hon); 2. James Marshall (Kaw); 3. McFly Scheel (Suz); 4. L.G. Tretter (Kaw); 5. Joe Bailey (Kaw).

80 SR (12-13): 1. Chase Reed (Kaw); 2. Derek Gerdes (Kaw); 3. Adam Mennenga (Kaw); 4. Carlos Pereyna (Kaw); 5. Justin Smith (Kaw).

80 SR (14-16): 1. Travis Elliott (Kaw); 2. Jake Jones (Suz); 3. Damon Francois (Suz); 4. Beau Boynton (Kaw); 5. Mark Thompson (Hon).

80 OPEN: 1. Travis Elliott (Kaw); 2. Beay Boynton (Kaw); 3. Adam Mennenga (Kaw); 4. Chase Reed (Kaw); Carlos Pereyna (Kaw).

125 BEG: 1. J.D. Qualls (Kaw); 2. Shawn Buckmaster (Kaw); 3. Tim Mailloux (Hon); 4. Cory Lindsay (Hon); 5. Josh Lamson (Yam).

125 NOV: 1. Ryan Petty (Kaw); 2. Roger Thayer (Kaw); 3. Nathan Hale (Kaw); 4. Harley Murphy (Hon); 5. Ryan Wallace (Kaw).

125 INT: 1. Cody Marek (Hon); 2. Jeremiah Moore (Hon); 3. Jason Eckhoff (Suz); 4. Brad Cannon (Yam); 5. Antonio Coello (Kaw).

125 OPEN: 1. Brad Cannon (Yam); 2. Ryan Petty (Kaw); 3. Shawn Smith (Hon); 4. Eric McCann (Hon); 5. Scott Perkins (Hon).

125 EX: 1. Chad Plumlee (Suz); 2. Kevin Gravett (Hon); 3. Dave Shade (Suz); 4. Michael Peacock (Hon); 5. Michael Keating (Suz).

250 OPEN/BEG: 1. Scott McClandon (Kaw); 2. J.D. Qualls (Kaw); 3. Greg Corbin (Yam); Todd McClendon (Kaw); James Terrill (Yam).

250 NOV: 1. Ryan Petty (Kaw); 2. Roger Thayer (Kaw); 3. Ryan Wallace (Kaw); 4. William Murphy (Hon); 5. Mike Bradshaw (Yam).

250 INT: 1. Jason Eckhoff (Suz); 2. Scott Perkins (Hon); 3. Mike Boliver (Kaw); 4. Cody Marek (Hon); 5. Jody North (KTM).

250 OPEN: 1. David Widmer (Hon); 2. Jody North (KTM); 3. Donny Jackson (Kaw); 4. Todd Kyser (Kaw); 5. J.J. Slagle (Kaw).

250 EX: 1. Dave Shade (Suz); 2. Billy Akers (Kaw); 3. Kevin Gravett (Hon); 4. D.L. Wood (Kaw); 5. Chris Torrance (Kaw).

500 OPEN: 1. Mike Boliver (Kaw); 2. Jody North (KTM); 3. Hank Hodes (Kaw).

NOV (25+): 1. Jason Nimitz (Hon); 2. Andy Thompson (Yam); 3. Stephen Vines (Suz); 4. Lee Long (Kaw); 5. David Martin (Hon).

INT (25+): 1. Ronny Huckabee (Hon); 2. Greg Brown (Suz); 3. Dee Wood (Kaw); 4. Todd Watson (Hon); 5. Glen Walker (Yam).

EX (25+): 1. D.L. Wood (Kaw); 2. Greg Howard (Kaw); 3. Michael Keating (Suz); 4. Darryl Wills (Yam); 5. Nick Mooman (Hon).

NOV (30+): 1. Mike Bradshaw (Yam); 2. Mike Haynes (Suz); 3. Mike Buckmaster (Kaw); 4. Robert Tieman (Hon); 5. Ronnie Taylor (Hon).

INT (30+): 1. Greg Brown (Suz); 2. Chris Pritchett (Kaw); 3. Darwin Huckabee (Hon); 4. Don Hamilton (Kaw); 5. Glen Walker (Yam).

EX (30+): 1. Darryl Wills (Yam); 2. Shane Wills (Yam); 3. Greg Howard (Kaw); 4. Shaun Martin (Hon); 5. Joey Hardin (Kaw).

40+: 1. Billy Smith (Hon); 2. Darwin Huckabee (Hon); 3. Steve McCombs (Yam); 4. Bill Carr (Hon); 5. Darrell Bishop (Kaw).

Kerr wails at Waller MX

By Katt Spann

WALLER, TX, APR. 20

Jonathan Kerr took a hard-earned win in the 60cc Stock (9-11) class at 290 Motocross Park in south Texas.

Bradley Mikolas grabbed the first-moto holeshot with Kerr in a close second, followed by Brad Wolfe and Justin Jackson. Missing up front was Bryan Zachary, but not for long as lap two had Zachary in the number-three spot. Mikolas and Kerr raced neck and neck into lap three, where Kerr passed Mikolas in the back section of the track. Several turns later, Mikolas passed Kerr back and they both went down in a sweeper. Both remounted, but Mikolas was faster and held his number-one spot, followed by Kerr, Zachary, and Brad Wolfe.

Moto two had Mikolas off the gate first, but Zachary took the lead in the first turn. Kerr moved into second by the end of lap one, and into first in the next lap when he used the back section of the track to pass Zachary. Meanwhile, Mikolas charged in third, and it became a three-way battle for the lead. Mikolas grabbed some more throttle three turns before the white flag and passed Zachary for second, but the tight race continued to the finish with Kerr in the winning spot. Wolfe finished fourth, followed by Justin Jackson and Jacob Crosby. Kerr took the win overall, with Mikolas second, Zachary third, and Wolfe fourth.

Brad Wolfe got the holeshot in the first 60cc Modified (6-11) moto. Mikolas took over the lead with Wolfe in second. Then Kerr whipped in behind Wolfe. For two grueling laps, Wolfe and Kerr swapped positions all the way to the checkered flag. Mikolas led the charge with Wolfe maintaining second and Kerr third, followed by Zachary, Justin Bakers, and Quinn Harris.

In moto two Mikolas again took the lead with Kerr peg-to-peg with him out of the first turn. Two laps later, positions changed with Wolfe in second and a race between Zachary and Kerr. Kerr passed Zachary down the start straight, but Zachary passed him back. Mikolas took the win, with Wolfe taking second, followed by Zachary and Kerr.

Results

50 STK (0-6): 1. Nick Tadlock (Yam).

50 MOD (0-6): 1. Nick Tadlock (Yam).

50 MOD (7-8): 1. Ryan Grantom (Cob); 2. Ronny Jackson; 3. Adam Reson (Cob); 4. Luke Bledsoe (LEM).

S P/W MOD (6-9): 1. Ryan Grantom (Cob); 2. Adam Reson (Cob).

60 STK (6-8): 1. Ryan Grantom (Kaw); 2. Adam Reson (Kaw).

60 MOD (6-11): 1. Bradley Mikolas (Kaw); 2. Brad Wolfe (Kaw); 3. Bryan Zachary (Kaw); 4. Jonathan Kerr (Kaw); 5. Justin Baker (Kaw).

60 STK (9-11): 1. Jonathan Kerr (Kaw); 2. Bradley Mikolas (Kaw); 3. Bryan Zachary (Kaw); 4. Brad Wolfe (Kaw); 5. Justin Jackson (Kaw).

80 STK (12-16): 1. Brandon Friesen (Yam); 2. Jacob Crosby (Kaw); 3. Jonathan Holcomb (Suz).

80 STK: (0-11): 1. James Marshall (Kaw); 2. Robby Shinn (Hon); 3. Bradley Mikolas (Kaw); 4. Brad Wolfe (Kaw); 5. Jonathan Kerr (Hon).

80 MOD (0-11): 1. James Marshall (Kaw); 2. Robby Shinn (Hon); 3. Joe Bailey (Kaw); 4. Justin Baker (Kaw); 5. Brad Wolfe (Kaw).

80 STK (12-13): 1. Derek Gerdes (Kaw); 2. Adam Mennenga (Kaw); 3. Hunter Elliott (Kaw); 4. Justin Smith (Kaw); 5. Curtis Riley (Kaw).

80 MOD (12-13): 1. Derek Gerdes (Kaw); 2. Adam Mennenga (Kaw); 3. Carlos Pereyna (Kaw); 4. Justin Smith (Kaw); 5. Dustin Cantrell (Yam).

80 STK (14-16): 1. Travis Elliott (Kaw); 2. Beau Boynton (Kaw); 3. Bradley Barham (Kaw); 4. Mark Thompson (Hon); 5. Jeff King.

80 MOD (14-16): 1. Beau Boynton (Kaw); 2. Travis Elliott (Kaw); 3. Mark Thompson (Hon); 4. Jamie Ray (Kaw); 5. Brad Barham (Kaw).

S/MINI MOD (0-16): 1. Travis Elliott (Kaw); 2. Beau Boynton (Kaw); 3. Mark Thompson (Hon); 4. Adam Mennenga (Kaw); 5. Brad Barham (Kaw).

125 SCHBY: 1. Josh Whitmire; 2. Nathan Hale (Kaw); 3. Michael Fortenot (Hon); 4. Darin Stubbs (Kaw).

125 STK BEG: 1. Cory Lindsay (Hon); 2. Ryan Garnett (Hon); 3. Hollis Ghobrail (Hon).

125 MOD BEG: 1. Ryan Garnett (Hon); 2. John McGill (Hon).

125 STK NOV: 1. Ryan Petty (Kaw); 2. Roger Thayer (Kaw); 3. Nathan Hale (Kaw); 4. Aaron Hubbard (Hon); 5. Darin Stubbs (Kaw).

125 MOD NOV: 1. Ryan Petty (Kaw); 2. Roger Thayer (Kaw); 3. Nathan Hale (Kaw); 4. Thomas Bordelon (Hon); 5. Aaron Hubbard (Hon).

125 STK INT: 1. Jeremiah Moore (Hon); 2. Chris Istre (Kaw); 3. Scott Perkins (Hon); 4. Josh Whitmire.

125 MOD INT: 1. Jeremiah Moore (Hon); 2. Chris Istre (Kaw); 3. Scott Perkins (Hon); 4. T.J. Fontenont (Hon).

125 STK PRO: 1. Caleb Leath (Kaw).

125 MOD PRO: 1. Caleb Leath (Kaw); 2. Billy Akers (Kaw); 3. Michael Keeton (Suz).

250 STK NOV: 1. Ryan Petty (Kaw); 2. Zack Christian (Suz); 3. Brent Henry (Kaw); 4. Lee Zimmerman (Suz); 5. Reggie Pett (Hon).

250 MOD NOV: 1. Ryan Petty (Kaw); 2. Roger Thayer (Kaw); 3. Roy Boy Scheel (Suz); 4. Zack Christian (Suz); 5. Brent Henry (Kaw).

250 STK INT: 1. Donny Jackson (Kaw).

250 MOD INT: 1. Donny Jackson (Kaw); 2. Greg Howard (Kaw); 3. Chuck Bosone (Kaw); 4. Scott Perkins (Hon).

250 MOD PRO: 1. Billy Akers (Kaw).

NON-PRO (30+): 1. Vernon Patterson (Suz); 2. James Taylor (Hon); 3. Greg Howard (Kaw).

Grant prevails at Starwest MX

By Tony Alessi

PERRIS, CA, MAY 4

Nine-year-old Josh Grant powered his Honda CR80 to the overall win in the 80cc (9-11) division during Saturday night motocross at Starwest.

Grant pulled a big holeshot during the start of the first 80cc (9-11) moto but got a little too excited and fell off. Daniel Taft was quick to pick up the lead and led for most of the race while Brent Line from Salem, Oregon, ran second. Grant, however, had other ideas and picked himself up off the ground and charged back from a 20-second deficit to once again take the lead. Grant was an average of six seconds a lap faster than his closest competitor, Daniel Taft, and began to pull away.

Just when it looked like Grant would be the runaway winner, he fell again. Taft once again inherited the lead and went on to win the moto, while Grant settled for second in front of Brent Line, Carlos Gonzalez and Jason Medina.

Grant pulled a repeat holeshot on his Curnutt Shock-sponsored Honda in the second moto and rode flawlessly as he pulled away for the moto and overall win. Taft finished a well-earned second while Line, Medina and Gonzalez rounded out the top five.

Rich Owens topped the 80cc Beginner class after swapping moto wins with Kane Jameson. Owens capitalized on a poor start and a bobble by Jamison during the second moto to secure the overall victory. Richard Albach had a bettter second moto than his first and wound up third overall in front of Josh Olquin and Danny Mohr.

Results

STRTR (4-6) D-1: 1. Raymond Vaider (KTM); 2. Clayton Murifto (LEM); 3. Brandon Valcore (Yam); 4. Sarah Keamey (Yam); 5. Gary Thompson (Yam).

STRTR (4-6) D-2: 1. John Tornado Baltes (LEM); 2. Clayton Pratt (KTM); 3. Michael Covelli (KTM); 4. Donnie Kearney Jr. (KTM); 5. Chris Taft (KTM).

STRTR (7-8): 1. J.D. Mendell (KTM); 2. Daniel Moore (Yam); 3. Bermshot Cunningham (LEM); 4. Jonathan Arana (LEM).

STK A: 1. Jon McCarthy (LEM); 2. Chase Takacs (KTM).

STK B: 1. Bruce Rutherford (KTM); 2. Tammy Trarbaugh (KTM); 3. Kahn Goodsite (KTM); 4. Brys Kuntz (LEM); 5. Brian Hirer (KTM).

BEG STK (4-6): 1. Bruce Rutherford (KTM); 2. Jake Huleft (KTM); 3. Brady Huntley (KTM); 4. Juan Chao Izaguire (KTM).

BEG STK (7-8): 1. Mikal Overman (KTM); 2. Colton James (KTM); 3. Michael Yardley (Lem); 4. Randy Maldonado (KTM).

MOD A: 1. Jon McCarthy (LEM).

MOD B: 1. Travis Christensen (KTM); 2. Kahn Goodsite (KTM); 3. Brys Kuntz (LEM); 4. Kahn Nicholson (KTM).

60 (6-8): 1. Jeff Loop (Kaw); 2. Rafael Izaguirre (Kaw); 3. Michael Raines (Kaw); 4. Justin Workman (Kaw); 5. Mark Atkins (Kaw).

60 (9-11): 1. Carlos Gonzalez (Kaw); 2. Jason Medina (Kaw); 3. Justin Wilson (Kaw); 4. Ricky Oliver (Kaw).

80 BEG: 1. Rick Owens (Yam); 2. Kane Jameson (Yam); 3. Richaerd Albach (Yam); 4. Joshua Olguin (Kaw); 5. Danny Mohr (Hon).

80 (0-11): 1. Joshua Grant (Hon); 2. Daniel Taft (Suz); 3. Brent Line (Suz); 4. Jason Medina (Hon); 5. Carlos Gonzalez (Hon).

80 (12-13): 1. Ben Ramsaran (Yam).

80 (14-16): 1. Tim Langdon (Kaw).

WMN: 1. Shannon O'Connor (Hon).

125 BEG: 1. Jared Krause (Suz); 2. Scott Burton (Suz); 3. Jerry Mason (Yam); 4. Dave Nelson (Suz); 5. Wayne Smolar (Yam).

125 NOV: 1. Cody Knauss (Hon); 2. Josh Cavanaugh (Hon); 3. Chuck Clark (Suz); 4. Chad Davis (Suz); 5. John Grucella (Hon).

125 INT: 1. Tysen Taylor (Hon); 2. Wes Corey (Hon).

125 PRO: 1. Dean Van Riger (Kaw).

250 BEG: 1. Gary Jein (Suz); 2. David Troost (Yam); 3. Sean Gordon (Hon); 4. Steven Harvey.

250 NOV: 1. Jose Polasek (Kaw).

250 PRO: 1. Tim Sharp (Hon).

NOV (25+): 1. John Turner (Suz).

BEG (30+): 1. Roger Neil (Hon); 2. Mark Testa (Hon); 3. Taylor Jocelyn (Yam); 4. Bruce Mortensen (Kaw); 5. Jim Masters (Kaw).

NOV (30+): 1. Kirk Miles (Hon).

EX (30+): 1. Quint Smith (Suz).

NOV (30+): 1. Ray Simmons (Hon); 2. Steve Marcley (Kaw).

Gomezes go distance at Lodi TT

By Donna Hall

LODI, CA, MAY 4

Matt Gomez and Eric Weisler raced side by side throughout the Open A TT final at Lodi Cycle Bowl, with Gomez ultimately grabbing the glory.

In the 60cc A final, Matt Gomez Jr. took first while Michael Rochester, one of four riders from Puyallup, Washington, was runner-up.

Weisler's son Marty also turned in a fine ride. His was in the Open C TT against the very consistent Mark Biscardi, with whom he raced wheel-to-wheel for 12 laps before finishing in second.

The 80cc A TT final had Tony Meiring take the lead from Mickey Lane on the third lap and go on to the win. Lane was next, followed by Washingtonian Jake Holden. The 80cc B final win went to Danny Casey of the K.C. Racing Team, with Jared McWhirter taking second and Corey Eaton in third.

The Open A Short Track final went to Toby Jorgensen. Jorgensen has taken on the big boys this year and is working for his wins. Jorgensen was followed by Jeff Gabhart for a close second and Eiske Tomita for third.

The Casey boys had quite a night as Bob Casey took his win in the Vet A final and Danny Casey won in the 80cc B final.

Results

TT

PRO-AM OPEN A: 1. Matt Gomez (Rtx); 2. Michelle DiSalvo (Rtx); 3. Jeff Gabhart (Rtx).

250 A: 1. Billy Arbogast (Suz).

250 B: 1. Bob Marinelli (Yam).

100 SCHBY: 1. Tony Meiring (Hon).

100 B: 1. Kenny Noyes (Hon).

OPEN A: 1. Matt Gomez (Rtx); 2. Eric Weisler (Rtx).

OPEN B: 1. Dante Dambruso (Yam).

OPEN C: 1. Mart Biscardi (Yam); 2. Marty Weisler (Rtx); 3. Scott Jacques (Yam); 4. Aaron Cisco (Hon).

VET A: 1. Matt Gomez (Rtx).

VET B: 1. Bob Marinelli (Yam).

VET C: 1. Mark Biscardi (Yam); 2. Michael Arntrout (Yam).

KNBY: 1. Ed Miller (Hon); 2. Gino Rinaldi (Hon).

VINT B: 1. Steve Hall (Yam).

VINT C: 1. Bob Hardmayer (Tri).

80 A: 1. Tony Meiring (Hon); 2. Mickey Lane (Suz); 3. Jacob Holden (Hon); 4. Matt Gomez (Hon).

80 B: 1. Danny Casey (Yam); 2. Jared McWhirter (Hon); 3. Corey Eaton (Kaw).

60 A: 1. Matt Gomez (Kaw).

60 C: 1. Jason Grewe (Kaw).

P/W STK A: 1. Michael Rinaldi (KTM).

P/W STK B: 1. Matt Tuckett (KTM).

P/W STK C: 1. Christopher Borjas (KTM); 2. Tony Fakoury (KTM).

P/W MOD A: 1. Ryan Kuntz (KTM); 2. Michael Rinaldi (KTM).

Short Track

250 SCHBY: 1. Jake Holden (Hon).

250 JR: 1. Justin Olivera (Hon).

250 NOV: 1. Andrew Boehan (Suz); 2. Ted Jaime (Hon).

OPEN EX: 1. Toby Jorgensen (Hon); 2. Jeff Gabhart (Rtx).

OPEN B: 1. Eskie Tomita (Hon).

OPEN C: 1. Jon Fountain (Yam); 2. Shigeki Oka (Hon); 3. Carl Delores (Yam).

VET A: 1. Bob Casey (Rtx).

VET B: 1. Gary Ryan (Rtx); 2. Armando Rodriquez (Yam).

100 SCHBY: 1. Tony Mering (Hon).

KNBY B: 1. Michael Knight (Hon).

KNBY C: 1. Gino Rinaidi (Hon); 2. Mike Webster (Yam).

100 A: 1. Aaron Cisco (Hon).

80 A: 1. Mickey Lane (Suz); 2. Chris Waite (Hon); 3. Tony Meiring (Hon).

80 B: 1. Danny Casey (Yam); 2. Brandon Inderbitzin (Hon).

60 A: 1. Matt Gomez (Kaw); 2. Michael Rochester (Kaw).

60 C: 1. Derrick Ponton (Kaw); 2. Jason Grewe (Kaw).

P/W STK KTM C: 1. Tony Fakoury; 2. Christopher Borgas.

P/W STK YAM C: 1. Bobby Fong; 2. Casey King.

P/W STK A: 1. Matt Tuckett (KTM); 2. Michael Rinaldi (KTM).

P/W MOD A: 1. Ryan Kuntz (KTM); 2. Mike Rinaldi (KTM).

Sisemore seizes Auburn Speedway Opener

By. M. Sober

AUBURN, CA, MAY 2

Jimmie "The Jammer" Sisemore opened the 1996 Northern California Speedway Season just as he has the previous three years - with a Scratch main-event victory. Bill Canary matched wins with Sisemore, taking the checkered flag in the Handicap finale, while the Second and Third Division wins went to Bill Newby and Mike Gillespie, respectively.

The Fast Friday faithful were greeted with some changes for 1996. New co-promoters David and Mark Joiner have lengthened the track by 64 feet and rearranged the pits, back-gate sign-ups, as well as the spectator entrance. The racing was excellent as usual. Sisemore and Louis Kossuth made sure of that with a bump-and-feign masterpiece in the Scratch main that had the entire sellout crowd of 3200 on its feet. Sisemore started the ain from the number-two starting position with Kossuth and Bobby Hedden to his right in lanes three and four, which left Tommy Hedden on the pole. Sisemore was the first to react at the start and reached the first turn slightly ahead of the other three, but hit the ground hard in a three-rider pile-up that saw Kossuth alone in the upright position.

"I thought I had a wheel on everybody at the start," said a relieved Sisemore after the race. "But when Tony went straight in turn one, I ended up getting the wind knocked out of me".

The restart was a different matter, as Kossuth was the first off the line and had his Rose Racing GM setting a blistering pace. Sisemore and Bobby Hedden were also quick to find their lines and fell in close behind, dogging Louis on every turn. Kossuth fought off Sisemore on the low line and Hedden on the outside for two and a half laps, but parked slightly and was nudged off the groove by Sisemore in turn three of lap three. Once Sisemore got his Auburn Honda/Arai/NJK/Jim Morton/Webb Racing Jawa in the lead, he never looked back, leading Kossuth, Bobby, and then Tommy Hedden across the finish line in that order.

In the Handicap main, Bill Canary put his low yardage position to full advantage as he held off Vance Falicio in the early going, and then the late charges of Bobby Hedden to take the win.

Results

SCR: 1. Jimmy Sisemore (Jaw); 2. Louis Kossuth (GM); 3. Tommy Hedden (Jaw); 4. Bobby Hedden (Jaw).

HDCP: 1. Bill Canary; 2. Bobby Hedden; 3. Vance Felicio; 4. Kelly Bennet (Jaw); 5. Bob Hicks (Jaw).

D-2: 1. Bill Newby; 2. Ian Essary; 3. Mark Duval; 4. Frank Crane.

D-3: 1. Mike Gillespie; 2. Ken Byrne; 3. Rich Mignano; 4. Bill Dixon.

JR. D-1: 1. Jimmie Martinez; 2. Billy Janniro; 3. Bryan Yarrow.

JR. D-2: 1 Luke Bennett; 2. Jay Heidt; 3. Chris Kerr; 4. Rachalle Kerr.

Dust does in Barona Oaks MX

By Homer Eubanks

RAMONA, CA, MAY 5

Anything can happen in motocross, as was shown at Barona Oaks when the ever-faithful water truck's transmission took a dump and officials stopped the race for safety reasons before everyone got to ride their second motos as the dust was so bad that the scorers had trouble seeing the bikes as they passed.

Before the event's demise, Pro rider Tim Staufenbeil rode with the 250cc Intermediate class and found that he had both hands full with Shawn Ellis. Ellis holeshot the moto and held on to the lead for three laps with Staufenbeil glued to his rear fender. The two were so inseperable that they actually drifted off the track together. Ellis stuck it a little too hard in a corner on the fourth lap and Staufenbeil managed to take over. While Ellis was recovering, Tim Beatty also got by and that is how they finished.

In the second moto Staufenbeil holeshot while Ellis followed his every move. Ellis held tight until Beatty entered the picture again, which let Staufenbeil pull out a little breathing room over the battling duo. At the checkered flag it was Staufenbeil taking the win, followed by Ellis and Beatty.

Old Pharts Don Connelly and Danny Almond fought tooth and nail during both Open A (30-34) motos. Almond got off the line earlier than Connelly in both motos. Almond dropped his Honda in the first round to give the lead to Connely, but eventually worked his way back into second at the finish. In the following moto Almond was careful not to drop his ride and started getting physical, fending off the advances of Connelly. In the first part of the moto Connelly pulled alongside Almond but couldn't make the pass stick until the fourth lap. Almond stayed upright and finished second.

Results

P/W FT: 1. Raymond Valdez (KTM); 2. Nolan Schultz (Yam); 3. Ellis Lowe (Yam); 4. Steve Cerda (KTM); 5. Juan Izaquirre (KTM).

INTRO TO MX: 1. Jesus Heredia (Hon); 2. Robert Garner (Hon); 3. Brandon McDonald (Yam); 4. Bobby Romero (Kaw); 5. Kenny Vessels (Suz).

P/W STK (7-8): 1. Brad Masters (LEM); 2. Kevin Wade (LEM); 3. Zachery Johnson (KTM).

60 MOD (9-11): 1. Jonathan Rose (Kaw); 2. Cas Swift (Kaw).

JR CYCLE MOD (0-8): 1. Phillip Bruscella (Kaw); 2. Marc Abernathy (Kaw); 3. Candice Motshagen (Kaw); 4. Patrick Pennington (Kaw); 5. Mat Rose (Kaw).

JR CYCLE STK (0-8): 1. Jake Bissonnette (Kaw); 2. Raphael Izaquirre (Kaw); 3. Ivan Schultz (Kaw); 4. Anthony Charrette (Kaw); 5. Kyle Spaulding (Kaw).

JR CYCLE 60 (9-11): 1. Ryan Beat (Kaw); 2. Zac Wray (Kaw); 3. Shaun Connelly (Kaw); 4. A.J. Lee (Kaw); 5. Austin Hodges (Kaw).

80 BEG: 1. Pete Scully (Yam); 2. Scott Graham (Kaw); 3. Jordan Eubanks (Kaw); 4. Justin Bialecki (Yam); 5. Nick Tyree (Yam).

80 STK (9-11): 1. Jesus Casillas (Yam); 2. Anthony Bruscella (Hon); 3. Ryan Beat (Hon); 4. Zao Wray (Hon); 5. Chad Gammer (Hon).

80 NOV: 1. Billy Laninovich (Yam); 2. Matt Condon (Yam); 3. Joshua Navarro (Yam); 4. Travis Bemis (Hon); 5. Brandon Hamlett (Kaw).

80 INT: 1. John Hopkins (Suz).

S/MINI: 1. Jesus Casillas (Yam); 2. John Hopkins (Kaw); 3. Billy Laninovich (Yam); 4. Anthony Bruscella (Hon); 5. Clinton Pierce (Suz).

125 BEG: 1. Daniel Vachon (Suz); 2. Brooks Sitko (Suz); 3. Mike Lowry (Suz).

125 (12-15): 1. Ronnie Loftin (Hon); 2. Steve Yurcovic (Kaw); 3. Travis Frink (Kaw); 4. Todd Clayton (Hon); 5. Dru Blocker (Suz).

125 (16-21): 1. Shawn Ellis (Yam); 2. Josh Warner (Yam); 3. Manny Arias (Hon); 4. Ivan Navarrette (Suz).

125 NOV STK: 1. Travis Frink (Kaw); 2. Andrew Smith (Kaw); 3. Travis Connelly (Suz); 4. Dru Blocker (Suz); 5. Ronnie Loftin (Hon).

125 NOV MOD: 1. Ivan Navarrette (Suz).

125 INT: 1. Josh Warner (Yam); 2. Wilson Nichols (Hon); 3. Manny Arias (Hon).

OP A (25-29): 1. Frankie Brundage (Kaw).

OP A (30-34): 1. Don Connelly (Suz); 2. Danny Almond (Hon); 3. Randy Rush (Hon); 4. Scott LaRosh (Hon); 5. Scott Richeson (Kaw).

OP A (35-39): 1. Bob Humphus (Yam).

OP B (30-34): 1. Jim Willmon (Hon); 2. Les Abernathy (Hon); 3. Jay Cumbey (Kaw).

OP B (35-39): 1. George Speck (Hon); 2. Curtis Tyree (Yam); 3. Rich Townsend (Hon); 4. Kirk Chapman (Kaw); 5. Dave Fava (Hon).

OP (40+): 1. Rick Chashire (Yam); 2. Wilson Nichols (Suz); 3. Pat Ireland (Suz); 4. Walter Porter (Suz).

250 BEG: 1. Matt Condon (Yam); 2. Matt Hagstrom (Yam); 3. Paul Burkhimier (Yam); 4. Tim Moffitt (Hon).

250 NOV: 1. Steve Yurkovic (Kaw); 2. Aaron McDonald (Yam); 3. Mike Fox (Suz); 4. David Fox (Suz).

250 INT: 1. Shawn Ellis (Yam); 2. Tim Beatty (Yam); 3. Shawn Ireland (Hon), 4. Jeremy Toye (Hon).

250 PRO: 1. Tim Staufenbeil (Suz).

500 BEG: 1. John Moore (Hon); 2. Shonteon Patrick (Hon).

Stanley scores at Bellingham Dirt Track

By Clay Light

BELLINGHAM, WA, MAY 4

Hometown hero Dan Stanley started off the AMA District 27 outdoor season the same way he finished last season - dominating the Expert class at Hannegan Speedway.

Stanley easily outdistanced the rest of the field in his heat race. Troy Rose and Jeff Hiatt fought for second and a spot on the front row, a battle that went Rose's way. Heat two had Jeff Annen, Eli Price and Chris Fitzhugh battling for positions. Annen picked up the win.

Don Wilson did a disappearing act much like Stanley did, walloping the field in an easy runaway win in heat three. National number 96 Donald Paul, an 883 National regular, took second to join Wilson in the main event.

In the Expert main event, Stanley flew to a win aboard a BBRP/Budweiser-backed Rotax while Wilson fended off Annen, Fitzhugh and Rose for a national number sweep of the top five positions on the fast, yet tacky quarter-mile oval.

Stanley, riding a Honda CR 250, won the combined 250cc DTX/125cc A main. Luckily for the competition, Stanley was riding exhibition status. This gave Eric Beers, who rode a machine similar to Stanley's, the class win ahead of Steve Johnson and Kurt Hawk, who was the top 125cc rider.

Hawk came back to trounce the 80cc A main for a double win after overcoming a poor start. Kyle Bunger and Sean Light led the 80cc A main, but Light crashed and didn't make the restart. Hawk took the lead on the restart to beat Kyle Bunger, Nick Sellers and Kevin Bunger for the win.

Results

EX: 1. Dan Stanley (Rtx); 2. Don Wilson (Rtx); 3. Jeff Annen (Rtx).

PRO: 1. Todd Hagmann (Rtx); 2. Dan Kimbel (Yam); 3. Darren Anderson (Rtx).

OPEN: 1. Brent Melvin (Hon); 2. Robert Loose; 3. Terry Curtis (H-D).

250: 1. Eric Beers (Hon); 2. Steve Johnson (Hon); 3. Kevin Belcourt (Hon).

125: 1. Kurt Hawk (Hon).

80: 1. Kurt Hawk (Suz); 2. Kyle Bunger (Hon); 3. Nick Sellers (Suz).

60: 1. Nick Sellers (Kaw); 2. Kevin Bunger (Kaw); 3. Jacob Ellis (Hon).

50 SR: 1. Andy Fay (Cob); 2. Tyler Anderson; 3. Tyler Thompson.

50 JR: 1. Dustin Pruczinski (KTM); 2. Tanner Anderson (Yam); 3. Marius Smith (Hon).

VINT TW: 1. Gary Beach; 2. Bruce Fowler; 3. James Darby.

40+ OPEN: 1. Vince Holt (Rtx); 2. Terry Curtis (H-D); 3. Gary Beach (Tri).

30+: 1. Steve Johnson; 2. Robert Loose; 3. Steve Power.

Ceo schools 'em at Phillipsville Motocross

By John Silva

PHILLIPSVILLE, CA, APR. 28

After helping MX legend Danny "Magoo" Chandler conduct a motocross school at local hotshoe Jesse Bath's private track on Saturday, Trophy World-sponsored Brad Ceo spent Sunday schooling his Veteran Novice competition on the fast way around the Phillipsville track at round two of the "Racing in the Redwoods" MX series. Ceo's class victory was also a celebration of his remarkable struggle to recover from a life-threatening car accident just seven months ago.

The Vet Experts, Intermediates and Novice racers started off a single gate. In the first Vet moto, Ceo's normally flawless starting technique appeared a bit rusty, and the start gate bit his Honda's front wheel, leaving Ceo lonely in last. Undaunted, Ceo looked ahead and began to pick his way through the pack, taking advantage of the long moto and wide track to pass all the way to second behind Novice-class leader Alex Ringer. Ringer took the win, chased across the line by Ceo, Bill Taylor, Danny Bailey and Paul Baker.

In moto two Ceo nailed an excellent start, but tried to preserve his healing body by staying out of the way of the hard-charging experts on his rear fender. Unfortunately Ceo was stuffed in the second turn and got hung up in the snow fence, letting the Experts and Intermediates by, as well as most of the 15-rider Novice class. Again, Ceo wasted no time in getting back up to speed, and was soon passing riders left and right. Near the end, Ceo made the all-important pass on first-moto winner Ringer, then held on to take the overall win. Rounding out the top five were Taylor, Bailey and Scott Welsh.

Dan Stanley ran away with the Expert-class win at Hannegan Speedway in Bellingham, Washington.

Results

P/W: 1. Tyler Dalton (KTM); 2. J.J. Gonzales (Yam); 3. Cody Kuhnle (Yam); 4. Kevin Davies (Hon); 5. Bobby Williamson (Yam).

60: 1. Joseph Dominik (Kaw); 2. John Bonham (Hon); 3. Kyle Shelton (Kaw); 4. Jacob Lowenthal (Hon); 5. Ryan Dalton (Kaw).

80 BEG: 1. Tasha Buck (Yam); 2. Russel Wallen; 3. Joshua Hillard (Hon); 4. Tyler Rainer (Kaw); 5. Noah Samson (Kaw).

80 NOV: 1. Josh Holt (Kaw); 2. Jedd Ambrosini (Kaw); 3. T.J. Huggins (Hon); 4. Leland Golden (Suz); 5. Nick Bainbridge.

S/MINI: 1. Josh Holt (Kaw); 2. Zack Woodward (Kaw); 3. T.J. Huggins (Hon).

125 NOV: 1. Don Bainbridge (Yam); 2. Brian Ericson (Hon); 3. Jojo Fowler (Kaw); 4. Dan Miller (Hon); 5. Pueo Balliett (Hon).

125 INT: 1. Jacob Willis (Kaw); 2. Joe Mendes (Yam); 3. Nya Hensler (Hon); 4. Shawn Bushnell (Kaw); 5. Craig Holt (Kaw).

125 EX: 1. Dusty Jackson (Kaw); 2. Jesse Bath (Hon); 3.Tony Mondo.

250 NOV: 1. Todd Rodgers (Kaw); 2. Jerry Johnson (Kaw); 3. Joey Vance (Hon); 4. Travis Rock (Hon); 5. Tom Elsea (Hon).

250 INT: 1. Zack Bignon (Kaw); 2. Bryon Frick (Yam); 3. Scotty Turner (Kaw); 4. Pete Ellis (Hon); 5. Solomon Gienger (Hon).

250 EX: 1. Sean Conley (Kaw); 2. James Kerrigan (Hon); 3. Joe Rust (Hon).

OPEN INT: 1. David Pile (Hon); 2. Brad Spencer (Hon).

OPEN NOV: 1. Kevin Thumler (Kaw); 2. Timothy Ward (Hon); 3. Neil Wescott (Kaw); 4. Jason Krogh (Kaw); 5. Bryan Simas (Mai).

VINT: 1. Will Codd (Yam).

WMN: 1. Julie Dunnebeck (Hon); 2. Michaell Massington (Hon); 3. Susan Graham (Hon); 4. Piper Keener (Hon); 5. Karen Miclette (Hon).

4-STRK NOV: 1. Casey Tingle (Kaw); 2. Seth Carpenter (Hon); 3. Bo Curran (Hon); 4. Carl Selitsch (Hsq); 5. Russel Wallen (Hon).

4-STRK INT: 1. Marvin Miller (Hon); 2.Chad Springer (Hon); 3. Douglas Huajardo (KTM).

VET EX: 1. Sean Conley (Kaw) 2. Tim Phillis (Kaw).

VET INT: 1. Mickey Crenshaw (Kaw); 2. Lars Burnside (Hon); 3. Marvin Miller (Kaw); 4. Brian Ericson (Hon); 5. Douglas Huajardo (KTM).

VET NOV: 1. Brad Ceo (Hon); 2. Alex Ringer (Hon); 3. Bill Taylor (Kaw); 4. Donny Bailey (Suz); 5. Scott Welsh (KTM).

OT EX: 1. Rod Nordstrom (Hon); 2. Jerry Johnson (Kaw); 3. Joe Shepp (Yam).

OT NOV: 1. Billy Rainer (Hon); 2. Duffy Griffin (Hon); 3. Frank Massey (Yam); 4. David Wilson (Hon); 5. Bruce Bell (Kaw).

Stamm's the man at Canyon Lake Hillclimb

By Bud Northrup

DANVILLE, IL, APR. 21

The 1996 hillclimb season for both District 15 and 17 opened on April 21 at the Canyon Lake club grounds just west of Danville, Illinois. Tony Witherspoon did an excellent job building a 100-foot competition hill on his club grounds. Canyon Lake is one of the most inviting of clubs for riders and spectators alike, featuring camping, a swimming/sunning beach, personal watercraft rentals and other amenities.

In the 400cc class, it looked as if D-17 defending Champion Jason Northrup was going to start the season with a win on his very fast Yamazuki as he turned in a fine 3.120-second first round ride, far ahead of Marc Stamm who delivered a 3.578-second run for a temporary first-round second place. Stamm, however, riding the Luke Haas YZ400 turned in a near-perfect second-round 3.088-second run to take over the lead. Northrup charged the hill with a handful of throttle on his second ride, but crashed hard just short of the light. Paul Hackbarth, on his good-looking Yamasaki, delivered an excellent 3.159-second run on his second attempt to finish third. It is likely that these three guys will be duking it out all season for the top spot in the 400cc class. Georgetown's Tracy Green rode his 360cc Yamahonda to a good 3.339-second fourth-place finish, followed by Steve Shafer on his Yamaha in 3.654 seconds.

The 500cc class started in 1996 just like it finished in 1995 - an all-out, full-throttle war between several top riders. The 1995 D-17 Champion, Jason Northrup (also in the 400cc class) looked like he was going to post a win as he delivered the first sub-three-second run of the day with a sparkling 2.935-second effort on his Pro-Circuit Honda CR500. Luke Haas from Elizabeth, Illinois, also turned in a sub-three ride on his CR500, with an excellent 2.977-second ride to move into second place - temporarily. And guess who slipped under Northrup - again? You guessed it - Marc "The Man" Stamm flew the hill in 2.918 seconds on his hot Honda to move into first and claim the win. The outstanding run also stood up for fast time of the day for the fast guy from Forreston, Illinois. Northrup gave his usual all-out effort on his second run, posting another sub-three run, but the 2.956 time wasn't enough to overcome Stamm, though he did claim the distinction of being the only rider with two two-second rides. Staunton's John Scroggins rode his spotless CR500 over the top in an excellent 3.076 seconds for fourth place with Paul Hackbarth, from Rock Falls, Illinois, finishing fifth in 3.128 seconds.

Results

AUTO: 1. Kevin Ashley (Yam); 2. Zachery Duncan (Suz); 3. Alan Petty (Suz); 4. Randy Williams (Yam); 5. Derrick Dallman (Hon).

YTH: 1. Jackie Mason II (Hon); 2. Matt Weaver (Kaw); 3. Tate Person (Kaw); 4. Mike Sarver (Hon); 5. Rebecca Williams (Kaw).

200: 1. David Peirson (Kaw); 2. James Dallman (Suz); 3. Mark Goodman (Kaw); 4. Eric Jordan (Kaw); 5. Richard Matthews (Suz).

250: 1. Andy Fortner (Suz); 2. Brent Srewart (Yam); 3. Jackie Mason II (Hon); 4. William Toepfer (Yam); 5. Jason Northrup (Yam).

400: 1. Marc Stamm (Yam); 2. JasonNorthrup (Yam); 3. Paul Hackbarth (Yam); 4. Tracy Green (Yam); 5. Steve Shafer (Yam).

500: 1. Marc Stamm (Hon); 2. Jason Northrup (Hon); 3. Lucas Haas (Hon); 4. John Scroggins (Hon); 5. Paul Hackbarth (Hon).

750: 1. Jason Northrup (Kaw); 2. Tom Rollins (Kaw); 3. Scott Petty (Yam); 4. Jim Hillard (Kaw); 5. Steve Adams (Kaw).

OPEN: 1. Harry Denham (H-D); 2. Robert Urnikis (Kaw); 3. John Hillard (H-D).

SEN: 1. Bill Ashley (Hon); 2. Craig DeHart (Hon); 3. Roger Hackbarth (Hon); 4. Bob Glenn (KTM); 5. Gayle Jenkins (Hon).

STK EXHIB: 1. Jason Northrup (Yam); 2. Richard Saylors (Kaw).

400 EXHIB: 1. Luke Haas (Yam); 2. Roy Senaldi (Yam); 3. Jason Northrup (Yam); 4. Doug Campbell (Hus).

500 EXHIB: 1. Jason Northrup (Hon); 2. David Duncan (Hon); 3. Paul Hackbarth (Hon); 4. Kelly Brady (Hon); 5. Andy Fortner (Hon).

Libera rises at Daniel's Ridge Motocross

By Mark Walker

VASHTI, NC, APR. 27

Mitch Libera proved he had the talent and motivation to be a winner in the Over 25 class on the opening day of the new Daniel's Ridge Supercross Track in Vashti, North Carolina.

Libera fought hard to win the first heat race but fell behind early. He just couldn't pull it together to bring home the win. This seemed to be just a warmup for better things to come for Libera. By the main event he was primed and ready. From the drop of the gate to the checkered flag, Libera led the whole race with amazing force and speed. Challenged hard on and off by David Shugart, Libera managed to pull away and hang on to win his first race of the season.

The most exciting race of the evening was in the 125cc D class. Casey Cornett torched everyone in the first heat race of the evening. The main event started out looking the same. Cornett led the whole race with a comfortable lead, challenged only by Michael Moody early in the race. With only three laps remaining, Moody seemed to be out of the running to take or even challenge for the lead, but with two laps left he put on a sudden charge and burst of power. Catching everyone by surprise, Moody took the lead and held on tightly to take the checkered flag for his first win of the season.

Results

JR MINI: 1. Josh Foust (Suz); 2. James Frankie (Yam).

SR MINI: 2. Matt Blevins (Hon); 2. Stephen Weaver (Hon); 3. Alan Hull (Kaw).

S/MINI: 1. Matt Blevins (Hon); 2. Michael Laws (Yam); 3. Alan Hull (Kaw).

51: 1. Johnny Church.

60: 1. Michael Laws (Kaw); 2. Nick Flowers (Kaw).

125 C: 1. Adam Waters (Hon); 2. Jason Libera (Yam); 3. Chad McCoiy (Hon); 4. Kelvin Helvin (Hon).

125 D: 1. Michael Moody (Suz); 2. Casey Cornett (Hon); 3. Brandon Biggerstaff (Suz); 4. Brooks Brown (Suz).

Ron Melton worked his way to victory in two classes at the Argyll Park AHRMA motocross event in Dixon, California.

250 B: 1. Cameron Shugart (Yam).

250 C: 1. Tommy Shimpock (Suz); 2. Michael Edwards (Suz); 3. Ron Weaver (Hon); 4. Tommy Reeves (Hon).

250 D: 1. Ashley Boggs (Hon); 2. Wane Plyant (Kaw).

NON-CUR: 1. Joey Price (Suz).

END: 1. Scott Robinson (Yam); 2. Ron Anderson (Hon); 3. Carl Knight (Kaw).

25+: 1. Mitch Libera (Yam); 2. David Shugart (Yam); 3. Michael Edwards (Suz); 4. Tommy Shimpock (Suz); 5. Tommy Reeves (Hon).

Fright night at Speedway USA

By Mike Maher

VICTORVILLE, CA, MAY 11

Excitement and fright were served up in equal measures at Speedway USA as both Handicap main events were marred by frightening-looking crashes, but in the end none of the riders involved were seriously injured.

Fifteen-year-old former Junior Speedway racer made the Motorcycle Handicap main in only his second week on a 500cc bike and his first in First Division. Hull took the lead on the start and was holding off the field when Rick Seip lost control and slammed the wall, causing injuries to his hand. Hull again took the lead on the restart, but beginning the second lap he bobbled slightly. Most of the other racers ran into each other as they tried to avoid him, leaving a big pile of riders and motorcycles in the track. Hull and Randy Evans were unable to make the restart but John Aden came from the back of the pack to the front and took the win over Eddie Castro, Rick Pearce, Brad Sauer and Walt Farnum.

Roger Loeffers and Arnold Fimbers took the early lead in the Sidecar Handicap main while a battle royal raged behind them for second place. This battle became scary when, as the leader began his third lap, Chris Chapman, swinger for Ian Stewart, fell off his rig and was struck by the oncoming rig of Josef Petrgalovic and John Abright. It looked worse than it was, but the Stewart/Chapman and Petrgalovic/Albright rigs were unable to make the restart. On the restart the team of Dave and Ray Stephens took the lead and held on to win over Loeffers and Fimbers, Alan Hall and Mike Moreno and Don Horsley and Jeff Medberry.

In Scratch competition, Aden got the jump at the start and held on to win. Castro got a lousy start and had to reel in and pass Walt Farnum and Brad Sauer to capture second place.

Results

SDCR SCR: 1. Duane Carmont/Richard Tarling; 2. Dave Stephens/Ray Stephens; 3. Don Horsley/Jeff Medberry.

M/C SCR: 1. John Aden; 2. Ed Castro; 3. Walt Farnum; 4. Brad Sauer.

SDCR HDCP: 1. Stephens/Stephens; 2. Roger Loeffers/Arnold Fimbers; 3. Alan Hall/Mike Moreno; 4. Don Horsley/Jeff Medberry.

M/C HDCP: 1. John Aden; 2. Ed Castro; 3. Rick Pearce; 4. Brad Saur; 5. Walt Farnum.

SUP: 1. Ron Baur; 2. Josh May; 3. Brian Thompson; 4. Corey Rudolph; 5. Billy Lyons.

JR SPDWY: 1. Ryan Fisher; 2. Ace Donovan; 3. Joey Draper.

Melton melts the opposition at Argyll Park Motocross

By John Gola

DIXON, CA, MAY 5

Ron Melton entered two classes at Northern California's Argyll Park AHRMA motocross and won all four motos, even though he was last off the line each time.

In the first Sportsman 500cc Expert race Melton worked his way to the front fairly early in the six-lap moto. The afternoon round was very different. Melton not only found himself behind the other Experts, but also in the midst of the Intermediates who shared the gate. He worked his way through the field until he pulled alongside race leader David Dotson at the bottom of a downhill. Melton was then able to hold the inside line for two turns in succession, which enabled him to keep Dotson behind him until the finish.

Melton's second race was the 40+ Expert class. He took the lead on the second lap of the first moto and never looked back. The afternoon moto was once again a different story. From his traditional last-place start, Melton began his charge. Watching from the stands, a friend of his remarked "I think he's on a mission." AHRMA's age group classes are a "run what you brung" affair. Melton was aboard a 250cc Bultaco, and his mission took him to the rear wheel of 500cc BSA mounted Rob Poole with two laps to go. It was a classic motocross; two stroke vs. four stroke, neither rider giving an inch. The decision went to Melton when he dived underneath Poole, who had taken the outside line around a mud hole, two turns before the checkered flag.

A number of riders had 1-1 finishes on the day including Intermediate Kelly Shane, whose Ariel was one of 11 Premier 500 bikes in attendance.

Double-race-winner honors also go to Harry Bellicitti, tops in the 40+ and Classic 125cc Intermediate classes.

Results

PREM L/W EX: 1. Gary Davis (Hon).

PREM L/W INT: 1. Michael Green (BSA); 2. J.D. Janiec (BSA).

PREM 500 EX: 1. Rob Poole (BSA); 2. Mike Atkins (BSA); 3. Peter Cruttenden (Tri).

PREM 500 INT: 1. Kelly Shane (Ari); 2. J.D. Janiec (BSA); 3. John McCoy (Ric); 4. Phil Radford (BSA); 5.Fred Mork (Eso).

PREM 500 NOV: 1. John Koch (Ric); 2. Dennis Moore (BSA).

PREM OPEN TW EX: 1. Bill Knight (Nor); 2. Danny Davies (Tri); 3. Ken Corpe (BSA).

CLSSC 125 EX: 1. Allen Wenzel (Sachs); 2. Ed Newman (DKW).

CLSSC 125 INT: 1. Harry Bellicitti (Hus); 2. Randy Pew (Bul); 3. Doyle Cook (Ric); 4. Rich Dominguez (Puch); 5. Gerald Mauricio (DKW).

CLSSC 125 NOV: 1. Robert Whitaker (Hon); 2. Mike Folena (Ric).

CLSSC 250 EX: 1. Rob Poole (BSA); 2. Peter Ford (Gre).

CLSSC 250 INT: 1. John Gulliford (Ossa); 2. John Ford (Tri).

CLSSC 250 NOV: 1. Hank Wenzel (Gre).

CLSSC 500 EX: 1. Mike Atkins (BSA); 2. Randy Hanson (Hus).

CLSSC 500 INT: 1. Fred Mork (Eso).

CLSSC 500 NOV: 1. John Koch (Ric); 2. Mike Lightfoot (BSA).

SPTSMN 125 INT: 1. Steve Gibson (Hon); 2. Jerry Benson (Hon); 3. Armen Clawson (Kaw).

SPTSMN 125 NOV: 1. Zach Blazek (Yam); 2. Dan Hayden (Hon); 3.Greg Kendrick (Bul).

SPTSMN 250 EX: 1. Rick Price (Mai).

SPTSMN 250 INT: 1. Joe McCoy (Hus); 2. Steve Aday (Hon).

SPTSMN 250 NOV: 1. Frank Rogers (Yam); 2. Zach Blazek (Yam); 3. Greg Kendrick (Bul); 4. Steve Churchill (Hus); 5. Sean Dotson (Kaw).

SPTSMN 500 EX: 1. Ron Melton (Bul); 2. David Dotson (KTM); 3. Rick Price (Mai); 4. Bill McClinton (BSA).

SPTSMN 500 INT: 1. Paul Fonseca (Hon); 2. Joe McCoy (Hus); 3. Armen Clawson (Mai); 4. Erik Carter (CZ); 5. Christian Otero (Suz).

SPTSMN 500 NOV: 1. David Starr (Yam); 2. Greg Kendrick (Bul); 3. Kest Porter (Bul); 4. Evan Myklebust (Hus); 5. Mark Szura(CZ).

SPTSMN OPEN TW EX: 1. Ken Corpe (BSA); 2. Bill Knight (Nor); 3. Rodney Henninger (Ric).

SPTSMN OPEN TW INT: 1. Joel Sweeney (Tri); 2.Ron Dotson (Tri).

SPORTSMAN OP TW NOV: 1. Denis Van Gundy (Ric).

WMN INT: 1. Debbie Poole (CZ); 2. Teresa Fonseca (Kaw).

WMN NOV: 1. Ellen Voermans (Hon); 2. Nicole Rinaldi (Hus).

30+ EX: 1. David Dotson (KTM); 2. Rick Price (Mai).

30+ INT: 1. Steve Aday (Hon); 2. Ed Sims (Hon); 3. Christian Otero (Suz).

30+ NOV: 1. Curt Fornier (Hon); 2. Steve Woolverton (Hon); 3. David Starr (Yam); 4. Michael Ervin (Hus).

40+ EX: 1. Ron Melton (Bul); 2. Rob Poole (BSA); 3. Steve Parker (Hon); 4. Robert Dornan (CCM); 5. Randy Hanson (Hus).

40+ INT: 1. Harry Bellicitti (CZ); 2. Randy Pew (Bul); 3. Doyle Cook (Suz); 4. Rich Dominguez (CZ); 5. Richard Yamane (BSA).

40+NOV: 1. Denis Van Gundy (Hus); 2. Kest Porter (Bul); 3. Bob White (Mai); 4. Howard Johnston (BSA); 5. Mike Folena (Hon).

50+ EX: 1. Danny Davies (Tri-BSA) 2. Danny Smart (Mai); 3. Bill McClinton (BSA); 4. Ron Dotson (Tri).

50+ INT: 1. Richard McCormick (Hon); 2. Al Behmer (Kaw); 3. Chuck Bullwinkle (Mai); 4. George Cayssials (CZ); 5. Larry Madrigal (BSA).

50+ NOV: 1. Steve Lacey (Mon); 2. Lane Allen (Bul); 3. Steve Churchill (Hus); 4. George Humphreys (Suz); 5. Hank Wenzel (Gre).

60+ INT: 1. Ceorge Cayssials (CZ).

60+ NOV: 1. Old Ed Meagor (BSA).

Sidecars not sideshow at Victorville Speedway

By Mike Maher

VICTORVILLE, CA, MAY 4

A new era began at Speedway USA as the popular speedway sidecars moved from the minors to the majors, taking over top billing as the track's primary attraction for this season, and the capacity crowd got their money's worth with lots of action and excitement being provided on three as well as two wheels.

In the Sidecar Scratch main-event national champions Dean Steele and Dwayne King reminded everyone why they were number one as they blasted into the lead and led wire-to-wire, easily defeating the teams of Steven Stanton and Jack Straw, Ian Stewart and Chris Chapman, and Dave and Ray Stephens.

In the Handicap Sidecar main event the team of Clyde Dennen and Dale Leeder took the lead on the start and held it over Stewart and Chapman. The battle for third through sixth was fierce with Stephens and Stephens finally getting third over Don Horsley and Jeff Medberry, Steve Stanton and Jack Straw, and Don Partain and Derek Albright.

In the Motorcycle Scratch main, John Aden blasted off the line to take the lead and never looked back as he sped away from the rest of the field to take the victory over Dustin Evans, Mark Hannah and Rick Pearce.

The most popular win of the night, however, came in the Motorcycle Handicap main event. Eddie Castro had transferred into the Handicap main event and was leading his Scratch heat when he blew up his motor and appeared to be out for the night. Taking over an old bike he had brought up to sell for a friend, Eddie came off the 70-yard line and put on a virtuoso performance as he carved his way through the field to emerge at the front for the checkered flag, much to the delight of the cheering crowd. Aden finished in second, Hannah third, Dustin Evans fourth, and Rick Pearce fifth.

Results

SCR SDCR: 1. Dean Steele/Dwayne King; 2. Steve Stanton/Jack Straw; 3. Ian Stewart/Chris Chapman; 4. Dave Stephens/Ray Stephens.

HDCP SDCR: 1. Clyde Donnen/Dale Leeder; 2. Ian Stewart/Chris Chapman; 3. Dave Stephens/Ray Stephens; 4. Don Horsley/Jeff Medberry; 5. Steve Stanton/Jack Straw; 6. Don Partain/Derek Albright.

M/C SCR: 1. John Aden; 2. Dustin Evans; 3. Mark Hannah; 4. Rich Pearce.

M/C HDCP: 1. Ed Castro; 2. John Aden; 3. Mark Hannah; 4. Dustin Evans; 5. Rick Pearce.

M/C SUP: 1. Ron Bauer; 2. Jeremy O'Neil; 3. Michael Hull; 4. Jason Daniels; 5. Josh May.

JR SPDWY D-1: 1. Jim Fishback Jr.; 2. Ryan Fisher; 3. Ace Donovan.

SPDWY JR D-2: 1. Donny Robinson; 2. Galina Miller; 3. Jesse Little.

Pocorobba dominates Dade City Motocross

By Kyle Myers

DADE CITY, FL, MAY 5

Anthony Pocorobba swept both motos in the Open Money class to take the lion's share of the purse at the ninth round of the Yamaha Sunshine State Motocross Series held at Dade City Raceway.

In the first Open Money moto Pocorobba grabbed the early lead with Justin Jackson, Ronnie Renner, James Joiner and Gary Fuocco following. Pocorobba pulled out to a three-second lead by the end of lap one as Fuoco pressured Joiner for fifth. Fuoco passed Joiner on the second circuit as Jackson slowly closed in on leader Pocorobba. When the halfway flags came out, Pocorobba quickened the pace and added a few more seconds to his lead. Pocorobba held on for the win over Jackson, Renner, Fuoco and Joiner.

Moto two saw Pocorobba again lead the field into turn one with Todd Gardner, Jackson, Renner and Joiner giving chase. Gardner fell on the opening lap as Jackson, Renner, Joiner and Fuoco motored by. Pocorobba opened up a six-second advantage over Jackson to begin the third lap. Jackson cut two seconds off Pocorobba's lead but that's as close as he would get. Meanwhile Fuoco slipped by Joiner in the back section of the course to move into fourth. Pocorobba on his HSKS/FMF/Motul/Xtreme RM sailed across the finish line to take the moto win with teammate Jackson finishing in the runner-up spot. Renner cruised home third as Fuoco held off Joiner by a bike length to finish fourth.

Results

P/W (4-6) STK; 1. Dean Dyess; 2. T.J. Rhonelli; 3. Bob Charlebois; 4. Kyle Keylon; 5. Mike Nicolin.

P/W (7-9) STK: 1. Davi Millsaps; 2. Jim Keys; 3. Kyle Chisholm; 4. Ricky Renner; 5. Bill Harper.

50 BEG: 1. Joe Thomas; 2. Devin Sabater; 3. Jesse Freeman; 4. Mayy South; 5. Bob Kiesel.

50 MOD: 1. Kyle Chisholm; 2. Jim Kets; 3. Davi Millsaps; 4. Ricky Renner; 5. Dean Dyess.

60 (5-8): 1. Kyle Chisholm; 2. Jim Kets; 3. Marisa Hampshire; 4. Trey Thompson; 5. Dan Willman.

60 (7-11): 1. Davi Millsaps; 2. Dale Kump; 3. Barrett Smith; 4. Cody Roth; 5. Levi Sammons.

80 (7-11): 1. Kyle Williamson; 2. Quinton Biglow; 3. Chaz Northey; 4. Chris Kasavage; 5. Brad Bernier.

80 BEG: 1. Jesse Richards; 2. J.R. Brewer; 3. Brad Stevenson; 4. Brett Pace; 5. Ed Wilson.

80 (12-15): 1. J.B. Ballard; 2. Tysin Hadsell; 3. Josh Faustino; 4. Mike Stevenson; 5. Paul Perebijons.

S/MINI: 1. J.B. Ballard; 2. Mike Stevenson; 3. Josh Faustino; 4. Paul Perebijnos; 5. Kyle Williamson.

15-24: 1. Mike Bragg; 2. Jeff Neilander; 3. James Joiner; 4. Travis Willis; 5. Mike Ivanko.

125 BEG: 1. Tyler Laird; 2. Brian Babernitch; 3. Aaron Smith; 4. Sam Hawkins; 5. Justin Stair.

125 C: 1. Ed Higgins; 2. Joel Hamilton; 3. Aaron Jansen; 4. Chris Lopez; 5. Shawn Pettit.

125 B: 1. Ronnie Renner; 2. Marcus Pedrero; 3. Jason Freeman; 4. Mike Ivanko; 5. Kyle Myers.

250 BEG: 1. Scott Leggett; 2. Alvin Moore; 3. Shane Roberts; 4. Stewart Smith; 5. Larry Kline.

250 C: 1. Steve Wilcox; 2. Don Schmelyun; 3. Sean Howard; 4. Ed Higgins; 5. Sean Franco.

250 B: 1. Mike Bragg; 2. Jeff Neilander; 3. Darren McElhatten; 4. Marcus Pedrero; 5. Jerry Taylor.

OPEN: 1. Anthony Pocorobba; 2. Justin Jackson; 3. Ronnie Renner; 4. Gary Fuoco; 5. Todd Gardner.

WMN: 1. Elesa Kirkland; 2. Brianna Millsaps; 3. Lauren O'Brien.

25+: 1. Tim Eggers; 2. Todd Gardner; 3. Bryan Friday; 4. Jerry Taylor; 5. Mike Santana.

30+: 1. Ken Adams; 2. Dean Dyess;3. Tim Eggers; 4. Bryan Friday; 5. Willis Brock.

35+: 1. Ken Adams; 2. Willis Brock; 3. Lenard Leggett; 4. Dan Davis; 5. Tony Gallardy.

40+: 1. Dan Davis; 2. Woody Strickland; 3. Tom Bragg; 4. Conrad Eigenman; 5. Greg Bobka.

50+: 1. Al Gardner; 2. Tom Nicholson; 3. Will Roberts; 4. Lou Whitney.

Simon tops Minis at Delta MX

By Carl Davis

DELTA, OHIO, MAY 4

Saturday night racing returned to Delta Raceway as the weekly MRA series kicked into high gear, and Mike Simon took top Mini rider honors.

A large gate of combined Minis and 60s blasted off the line together. Simon had his YZ singing from the start as he motored away from the rest of the pack to win by a huge margin in both motos. Jeremy Morris took the 80cc Novice runner-up spot behind Simon, while Stephen Laing and Paul Laing battled for the 80cc Beginner-division win, which went to Stephen.

A very hot group of riders battled in the 250cc Novice event. Jade Lapinski rode fast and furious early in both motos, only to be upstaged both times by Chad Vincent. Vincent moved by Lapinski, doubling over him on a couple of occasions. Lapinski would rail back around the turns to regain the lead only to have Vincent fly over to slam the door late in both motos to take the win. Joey Lewis got into the bar-banging action as well and picked off Lipinski late in moto two to take second overall behind Vincent, leaving Lapinski in third. Vincent seemed to enjoy the Delta double-jumping night circuit. CN

Results

50 (4-6): 1. Austin Lett (Yam); 2. Cody Beckford (Yam).

50 (7-8): 1. Jutin Comiskey (LEM); 2. Adam Behringer (Yam); 3. Courtney Knirk (Yam).

50 SUP: 1. Justin Comiskey (LEM); 2. Thomas Lett (Cob); 3. Glenn Smith (LEM).

60 (7-11): 1. Steven Carnaham (KTM); 2. Chris Schram (Kaw); 3. Anthony Doble (Kaw).

85 BEG: 1. Stephen Laing (Hon); 2. Paul Laing (Hon); 3. Brandon Morrow (Kaw).

85 NOV: 1. Mike Simon (Yam); 2. Jeremy Morris (Kaw).

125 JR: 1. Neil Carlson (Hon).

125 BEG: 1. Kelly Angell (Hon); 2. Richard Hesselbart (Hon); 3. Jason Lafountain (Yam).

125 NOV: 1. James King (Yam); 2. Mike Dauch (Hon); 3. Jim Mercurio (Kaw).

125 INT: 1. Matt Feasel (Kaw); 2. Corey Whitaker (Suz); 3. Dion Harnishfeger (Hon).

250 BEG: 1. Kyle Geigler (Hon); 2. Jeremy Schroeder (Hon); 3. Brandon Boone (Hon).

250 NOV: 1. Chad Vincent (Hon); 2. Joey Lewis (Yam); 3. Jade Lapinski (Hon).

250 INT: 1. Charles McConnell (Hon); 2. Craig Smith (Kaw);3. Corey Whitaker (Suz).

125/250 PRO: 1. Jake Davis (Hon); 2. Brett Leimeister (Yam).

16-24: 1. Matt Feasel (Kaw).

30+: 1. Michael Behringer (Kaw); 2. Charles McConnell (Hon); 3. Doug Krug (Suz).

35+: 1. Michael Behringer (Kaw); 2. Carl Davis (Hon).

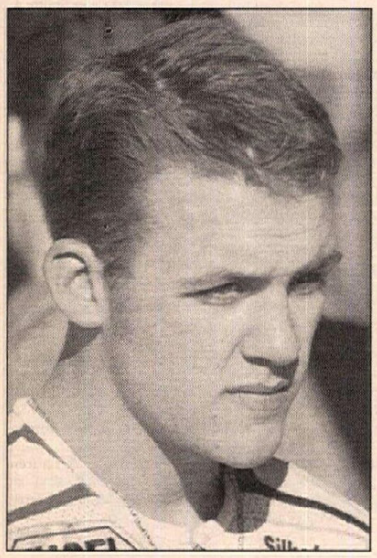
40+: 1. Steven Hugenell (Yam); 2. Carl Davis (Hon).

VINT '89: 1. Steve Gordonier (Hon); 2. Eric Carlson (Hon); 3. Jeff Carlson (Hon).

ROAD RACING

500cc WORLD CHAMPIONSHIP
(After 4 of 15 rounds)

1. Michael Doohan (Hon), Australia (71/2 wins)
2. Luca Cadalora (Hon), Italy (55/1 win)
3. Alex Barros (Hon), Brazil (48)
4. Norifumi Abe (Yam), Japan (40/1 win)
5. Carles Checa (Hon), Spain (39)
6. Scott Russell (Suz), Alpharetta, GA (38)
7. Jean-Michel Bayle (Yam), France (35)
8. Alex Criville (Hon), Spain (33)
   Alberto Puig (Hon), Spain (33)
10. Loris Caprossi (Yam), Italy (19)
    Tadayuki Okada (Hon), Japan (19)



MATT WAIT

250cc WORLD CHAMPIONSHIP
(After 4 of 15 rounds)

1. Max Biaggi (Apr), Italy (95/3 wins)
2. Tetsuya Harada (Yam), Japan (65/1 win)
3. Luis d'Antin (Hon), Spain (46)
4. Oliver Jacque (Hon), France (43)
5. Ralf Waldmann (Hon), Germany (40)
6. Jurgen Fuchs (Hon), Germany (36)
7. Tohru Ukawa (Hon), Japan (31)
   Nobuatsu Aoki (Hon), Japan (31)
   J.P. Ruggia (Hon), France (31)
10. Noriyasu Numata (Suz), Japan (20)

125cc WORLD CHAMPIONSHIP
(After 4 of 15 rounds)

1. Haruchika Aoki (Hon), Japan (85/1 win)
2. Masaki Tokudome (Apr), Japan (73/2 wins)
3. Noboru Ueda (Hon), Japan (49)
4. Stefano Perugini (Apr), Italy (46/1 win)
5. Tomomi Manako (Hon), Japan (39)
6. Peter Oettl (Apr), Germany (37)
7. Valentino Rossi (Apr), Italy (33)
8. Emilio Alzamora (Apr), Italy (31)
9. Jorge Martinez (Apr), Spain (19)
   Kazuto Sakata (Apr), Japan (19)

WORLD SUPERBIKE CHAMPIONSHIP
(After 3 of 12 rounds)

1. John Kocinski (Duc), Modesto, CA (105/2 wins)
2. Aaron Slight (Hon), New Zealand (97/1 win)
3. Troy Corser (Duc), Australia (90/2 wins)
4. Carl Fogarty (Hon), Great Britain (72/1 win)
   Simon Crafar (Kaw), New Zealand (72)
6. Colin Edwards II (Yam), Conroe, TX (64)
7. Pier-Francesco Chili (Duc), Italy (56)
8. Anthony Gobert (Kaw), Australia (53)
9. Christer Lindholm (Duc), Sweden (40)
10. Paolo Casoli (Duc), Italy (34)

AMA SUPERBIKE SERIES
(After 4 of 10 rounds)

1. Doug Chandler (Kaw), Salinas, CA (124/1 win)
2. Miguel DuHamel (Hon), Canada (108/3 wins)
3. Mat Mladin (Suz), Australia (102)
4. Pascal Picotte (Suz), Canada (101)
   Steve Crevier (Hon), Canada (101)
6. Tom Kipp (Yam), Chardon, OH (99)
7. Larry Pegram (Duc), Baltimore, OH (89)
8. Shawn Higbee (Duc), Manhattan Beach, CA (76)
9. Michael Smith, (Kaw), Canton, GA (73)
10. Jamie James (Yam), Asheville, NC (70)

AMA/PRO HONDA OILS 600cc SUPERSPORT SERIES
(After 4 of 10 rounds)

1. Miguel DuHamel (Hon), Canada (139/3 wins)
2. Thomas Stevens (Kaw), Sanibel Island, FL (120)
3. Steve Crevier (Hon), Canada (111)
4. Ben Bostrom (Hon), Redondo Beach, CA (100)
5. Doug Toland (Hon), Buena Park, CA (95)
6. Mike Smith (Kaw), Canton, GA (93/1 win)
7. Gerald Rothman Jr. (Hon), Manchester, CT (88)
8. Matt Wait (Hon), Lodi, CA (76)
9. Andrew Stroud (Hon), New Zealand (75)
   Jason Pridemore (Kaw), Ventura, CA (75)

AMA/TEAMLINE 750cc SUPERSPORT SERIES
(After 4 of 10 rounds)

1. Pascal Picotte (Suz), Canada (136/2 wins)
2. Aaron Yates (Suz), Milledgeville, GA (130/2 win)
3. Michael Barnes (Suz), Boca Raton, FL (108)
4. Mark McDaniel (Suz), Santa Rosa, CA (107)
5. Mark Miller (Suz), Long Beach, CA (105)
6. Jason Pridmore (Kaw), Ventura, CA (94)
7. Mark Black (Suz), Austin, TX (83)
8. Doug Chandler (Kaw), Salinas, CA (79)
9. Jim Leslie (Suz), Ridgefield, CT (76)
   James Randolph (Suz), Santa Rosa, CA (76)

AMA 250cc GRAND PRIX SERIES
(After 4 of 10 rounds)

1. Rich Oliver (Yam), Fresno, CA (144/4 wins)
2. Randy Renfrow (Hon), Fredericksburg, VA (120)
3. Kristian Kass (Yam), Paramount, CA (111)
4. Mark Foster (Yam), San Juan Capistrano, CA (105)
5. Bobby Keith (Yam), Redwood City, CA (93)
6. Perry Melneciuc (Hon), Lehigh Acres, FL (75)
   Nick Ienatsch (Yam), Los Angeles, CA (75)
   John France (Hon), Melbourne, FL (75)
9. Jason Roth (Yam), Dublin, CA (70)
10. Greg Esser (Yam), Pompano Beach, FL (65)

AMA/PROGRESSIVE INSURANCE H-D SUPERTWINS SERIES
(After 4 of 10 rounds)

1. Matt Wait (H-D), Lodi, CA (136/2 wins)
   Ben Bostrom (H-D), Redondo Beach, CA (136/2 wins)
3. Nate Wait (H-D), Lodi, CA (108)
4. Brian Gibbs (H-D), Stockbridge, GA (94)
5. Dave Estok (H-D), Daytona Beach, FL (88)
6. Daigoro Suzuki (H-D), Brea, CA (83)
7. Eric Bostrom (H-D), Marina Del Rey, CA (82)
8. Hikaru Miyagi (H-D), Newport Beach, CA (81)
9. Richie Morris (H-D), Daytona Beach, FL (69)
10. Mark Black (H-D), Austin, TX (67)

MOTOCROSS

AMA U.S. SUPERCROSS SERIES
(After 15 of 15 rounds)

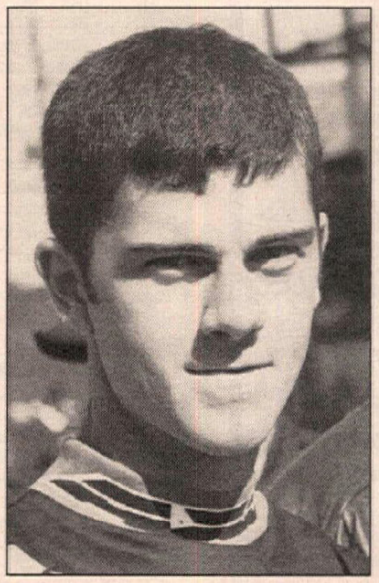
1. Jeremy McGrath (Hon), Canyon Lake, CA (372/14 wins)
2. Jeff Emig (Kaw), Riverside, CA (240/1 win)
3. Ezra Lusk (Suz), Bainbridge, GA (215)
4. Ryan Hughes (Kaw), Escondido, CA (202)
5. Phil Lawrence (Kaw), Menifee, CA (202)
6. Mike LaRocco (Suz), South Bend, IN (200)
7. Damon Bradshaw (Yam), Mooresville, NC (187)
8. Larry Ward (Hon), Florence, SC (178)
9. Damon Huffman (Kaw), Acton, CA (172)
10. Brian Swink (Hon), Reddick, FL (156)

AMA EASTERN REGIONAL 125cc SUPERCROSS SERIES
(After 11 of 11 rounds)

1. Mickael Pichon (Kaw), France (232/6 wins)
2. John Dowd (Yam), Chicopee, MA (207/2 wins)
3. Nathan Ramsey (Suz), Hixson, TN (162)
4. Scott Sheak (Suz), Hudson, NY (137)
5. Brian Deegan (Hon), Bellevue, NE (136)
6. Tim Ferry (Suz), Palm Harbor, FL (128)
7. Cory Keeney (Yam), Oakdale, MN (109)
8. Davey Yezek (Suz), Mount Pleasant, PA (106)
9. Brry Carsten (Suz), Bayville, NJ (90)
10. Shaun Perolio (Kaw), Tampa, FL (79)

AMA WESTERN REGIONAL 125cc SUPERCROSS SERIES
(After 8 of 8 rounds)

1. Kevin Windham (Yam), Baton Rouge, LA (170/6 wins)
2. James Dobb (Suz), Corona, CA (127)
3. Kim Ashkenazi (Hon), Australia (99)
4. Greg Schnell (Suz), Cucamonga, CA (97)
5. Mike Brandes (Suz), Ukiah, CA (89)
6. Casey Johnson (Kaw), Hesperia, CA (85)
7. Pedro Gonzalez (Hon), Mexico (73)
8. Jeff Willoh (Hon), Glendale, CA (58/1 win)
9. David Pingree (Kaw), Menifee, CA (52)
10. David Vuillemin (Kaw), France (45)



EZRA LUSK

AMA 250cc NATIONAL MX CHAMPIONSHIP SERIES
(After 3 of 13 rounds)

1. Jeremy McGrath (Hon), Canyon Lake, CA (150/3 wins)
2. Jeff Emig (Kaw), Riverside, CA (126)
3. Damon Bradshaw (Yam), Mooresville, NC (91)
4. Kyle Lewis (Yam), Rosamond, CA (86)
5. Mike LaRocco (Suz), South Bend, IN (80)
6. Phil Lawrence (Kaw), Menifee, CA (75)
   Brian Swink (Hon), Reddick, FL (75)
   Jimmy Button (Yam), Corning, NY (75)
9. Greg Albertyn (Suz), Corona, CA (73)
10. Larry Ward (Hon), Florence, SC (71)

AMA 125cc NATIONAL MX CHAMPIONSHIP SERIES
(After 3 of 13 rounds)

1. Steve Lamson (Hon), Riverside, CA (138/2 wins)
2. John Dowd (Yam), Chicopee, MA (102)
3. Mickael Pichon (Kaw), France (93)
4. Casey Johnson (Kaw), Riverside, CA (86)
5. Kevin Windham (Yam), Baton Rouge, LA (78/1 win)
   Tim Ferry (Suz), Palm Harbor, FL (78)
7. James Dobb (Suz), Corona, CA (76)
8. Brian Deegan (Hon), Bellevue, NE (59)
9. Kim Ashkenazi (Hon), Australia (54)
10. Buddy Antunez (Kaw), Moreno Valley, CA (53)

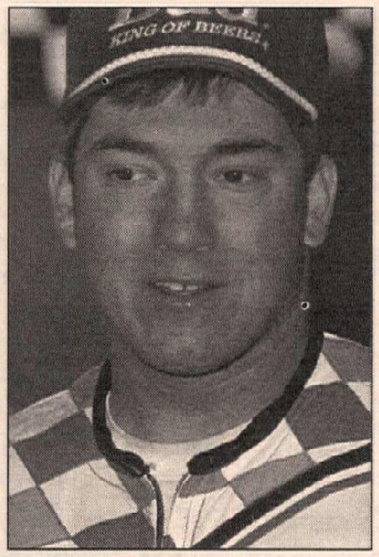
DIRT TRACK

AMA GRAND NATIONAL CHAMPIONSHIP SERIES
(After 3 of 24 rounds)

1. Will Davis (H-D), Goldsboro, NC (42/1 win)
2. Rich King (Hon), Waterloo, IA (30)
3. Ricky Graham (Hon), Salinas Valley, CA (29)
   Kevin Varnes (Hon), Pottstown, PA (29)
5. Scott Parker (H-D), Swartz Creek, MI (28/1 win)
6. Joe Kopp (H-D), Mica, WA (26)
7. Kevin Atherton (H-D), White Pigeon, MI (25)
8. Brett Landes (Hon), Los Gatos, CA (20)
9. Jay Springsteen (H-D), Lapeer, MI (16)
10. Georgie Price IV (H-D), Sicklerville, NJ (14)

AMA 883cc NATIONAL CHAMPIONSHIP SERIES
(After 2 of 15 Rounds)

1. Mike Hacker (H-D), Prince George, VA (39/1 win)
2. Jess Roeder (H-D), Monroeville, OH (38/1 win)
3. Nate Wait (H-D), Lodi, CA (34)
4. Shaun Russell (H-D), San Jose, CA (25)
5. J.R. Schnabel (H-D), West Bend, WI (23)
6. Georgie Price IV (H-D), Sicklerville, NJ (22)
7. Scott Stump (H-D), Marion, OH (21)
8. Johnny Murphree (H-D), Paso Robles, CA (15)
9. Jay Springsteen (H-D), Lapeer, MI (13)
   Jason Fletcher (H-D), Gaylordsville, CT (13)



GEORGIE PRICE IV

AMA 600cc NATIONAL CHAMPIONSHIP SERIES
(After 1 of 3 rounds)

1. Steve Morehead (Rtx), Findlay, OH (23/1 win)
2. Georgie Price IV (Rtx), Sicklerville, NJ (19)
3. Ricky Graham (Hon), Salinas Valley, CA (16)
4. Rich King (Hon), Waterloo, IA (15)
5. Charlie Orr (Rtx), Dallas, TX (14)
6. Roger Durkee (Rtx), Dudley, MA (13)
7. Brett Landes (Rtx), Los Gatos, CA (12)
8. Kevin Atherton (Rtx), White Pigeon, MI (11)
9. Davey Camlin (Rtx), Rock Island, IL (10)
10. Terry Poovey (Rtx), Euless, TX (9)

SPEEDWAY

WORLD INDIVIDUAL CHAMPIONSHIP SERIES
(After 1 of 6 rounds)

1. Tommy Knudsen (GM), Denmark (25/1 win)
2. Tony Rickardsson (Jaw), Sweden (20)
3. Hans Nielsen (Jaw), Denmark (18)
4. Billy Hamill (GM), Monrovia, CA (16)
5. Henrik Gustafsson (GM), Sweden (14)
6. Gary Havelock (GM), England (13)
7. Greg Hancock (GM), Costa Mesa, CA (12)
8. Tomasz Gollob (Jaw), Poland (11)
9. Sam Ermolenko (GM), Cypress, CA (9)
10. Chris Louis (GM), England (8)

OFF-ROAD

AMA NATIONAL CHAMPIONSHIP ENDURO SERIES
(After 3 of 9 rounds)

1. Ty Davis (Kaw), Hesperia, CA (90/3 wins)
2. Randy Hawkins (Suz), Travelers Rest, SC (59)
3. Michael Lafferty (KTM), Millville, NJ (51)
4. Kevin Hines (CRE), East Wareham, MA (50)
5. Steve Hatch (Suz), Ithaca, NY (48)
6. Matt Stavish (KTM), Blaine, MN (15)
7. Kelby Pepper (Kaw), Center, CO (14)
8. Patrick Garrahan (Kaw), Boulder Creek, CA (13)
9. Jason Dahners (KTM), Redmond, WA (12)
10. Tim Tabor (Hon), Moline, IL (11)

AMA NATIONAL CHAMPIONSHIP HARE & HOUND SERIES
(After 4 of 7 rounds)

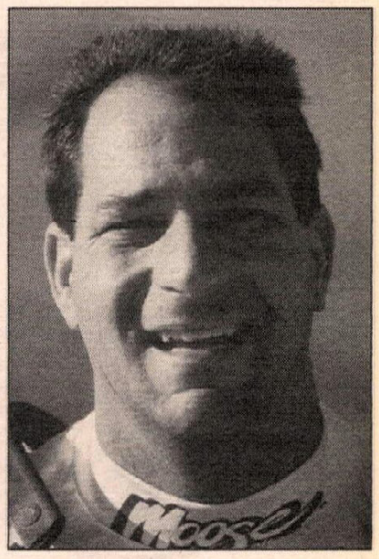
1. Greg Zitterkopf (Kaw), Chino, CA (94/1 win)
2. Ty Davis (Kaw), Hesperia, CA (90/3 wins)
3. Paul Krause (Kaw), Irvine, CA (71)
4. Destry Abbott (KTM), Phoenix, AZ (65)
5. Jeff Capt (Hon), Glendora, CA (59)
6. Johnny Campbell (Hon), San Juan Capistrano, CA (58)
7. Donnie Book (Kaw), Gypsum, CO (44)
8. Abe Baumann (Kaw), Garden Grove, CA (42)
9. Jim Gray (KTM), Gunnison, CO (41)
10. Steve Hengeveld (Kaw), Phelan, CA (32)

AMA NATIONAL CHAMPIONSHIP HARE SCRAMBLES SERIES
(After 4 of 9 rounds)

1. Rodney Smith (Suz), Oakley, CA (96/2 wins)
2. Steve Hatch (Suz), Ithaca, NY (75)
3. Jason Dahners (KTM), Redmond, WA (67)
4. Eric Mashbir (Hon), Oakland, CA (41)
5. Brian Garrahan (Kaw), Boulder Creek, CA (39)
6. Cole Marshall (Hon), Boulder Creek, CA (38)
7. Patrick Garrahan (Kaw), Boulder Creek, CA (30)
   Scott Summers (Hon), Petersburg, KY (30/1 win)
   Ty Davis (Kaw), Hesperia, CA (30/1 win)
10. Rob Kopp (Kaw), Mica, WA (29)

AMA GRAND NATIONAL CROSS COUNTRY SERIES
(After 5 of 12 rounds)

1. Scott Summers (Hon), Petersburg, KY (93/4 wins)
2. Steve Hatch (Suz), Ithaca, NY (83/4 win)
3. Rodney Smith (Suz), Oakley, CA (65)
   Duane Connor (Yam), Washington, PA (65)
5. Fred Andrews (Yam), Salem, OH (63)
6. Randy Hawkins (Suz), Travelers Rest, SC (62)
7. Scott Plessinger (KTM), Hamilton, OH (53)
8. Frank Keegan (Yam), Canonsburg, PA (50)
9. Keith Johnson (Kaw), Penbrook, MA (42)
10. Ty Davis (Kaw), Hesperia, CA (38)



GREG ZITTERKOPF

AMA/NATC National Trials Series
(After 1 of 9 rounds)

1. Geoff Aaron (Bet), Redding, CT (30/1 win)
2. Ryan Young (G-G), Lexington, KY (25)
3. Olivier Clamagirand (G-G), Brea, CA (21)
4. Jess Kempkes (G-G), Lincoln, NE (18)
5. Mark Manniko (G-G), Aurora, CO (16)
6. Raymond Peters (Sco), Moreland, NY (15)
7. Mike Guns (Bet), Canada (14)
8. Matt Moore (G-G), Sapulpa, OK (13)
9. Dennis Sweeten (Bet), Salem, OR (12)
10. Ryon Bell (G-G), Canada (11)

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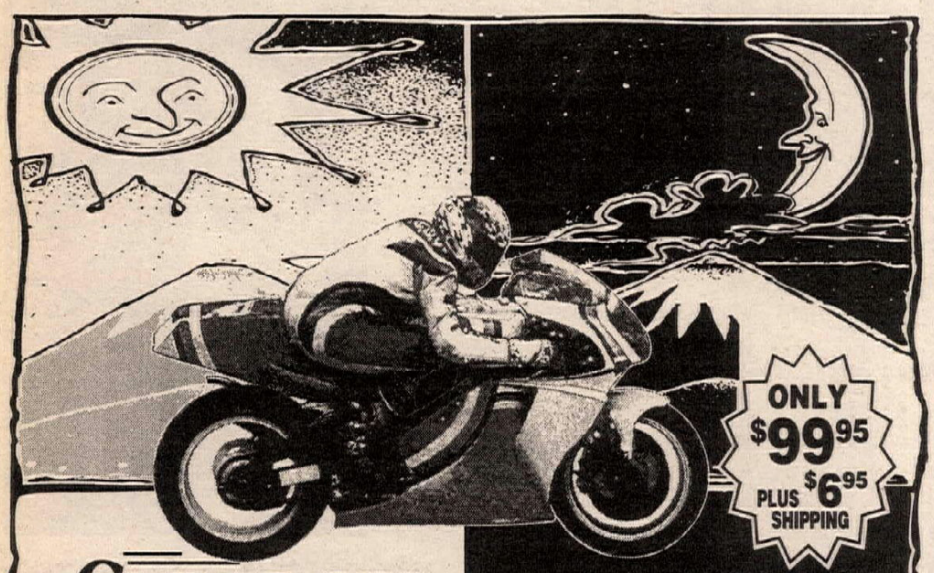

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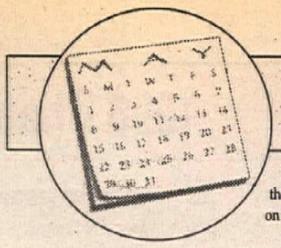


CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone;** we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

World Championship Road Race Series
5/26 Mugello, Italy, Rnd 5
6/9 Paul Ricard, France, Rnd 6
6/29 Assen, Holland, Rnd 7
7/7 Nurburgring, Germany, Rnd 8
7/21 Donington Park, England, Rnd 9
8/4 Osterreichring, Austria, Rnd 10
8/18 Brno, Czech Republic, Rnd 11
9/1 Imola, Italy, Rnd 12
9/15 Catalunya, Spain, Rnd 13
10/6 Rio de Janeiro, Brazil, Rnd 14
10/20 Eastern Creek, Australia, Rnd 15

World Superbike Championship Series
6/16 Monza, Italy, Rnd 4
6/30 Brno, Czech Republic, Rnd 5
7/21 Laguna Seca, USA, Rnd 6
8/4 Brands Hatch, England, Rnd 7
8/18 Sentul, Indonesia, Rnd 8
8/25 Sugo, Japan, Rnd 9
9/8 Assen, Holland, Rnd 10
10/6 Albaceta, Spain, Rnd 11
10/27 Phillip Island, Australia, Rnd 12

World Endurance Road Race Series
7/14 Spa-Francorchamps, Belgium, Rnd 3
7/28 Suzuka, Japan, Rnd 4
9/15 Paul Ricard, France, Rnd 5

World C'ship 125cc MX Series
6/2 Halim Jacarta, Indonesia, Rnd 6
6/16 Cussac, France, Rnd 7
6/23 Foxhill, England, Rnd 8
7/7 Nismes, Belgium, Rnd 9
7/14 Maribor, Slovenia, Rnd 10
7/28 Jinin, Czech Republic, Rnd 11
8/25 Holzgerlingen, Germany, Rnd 12

World C'ship 250cc MX Series
6/2 Tibro, Sweden, Rnd 7
6/16 Heinola, Finland, Rnd 8
6/23 Foxhill, England, Rnd 9
7/14 Maracay, Venezuela, Rnd 10
7/28 Borgo Magg., San Mar., Rnd 11
8/4 Iffendic, France, Rnd 12
8/18 Kester, Belgium, Rnd 13
9/1 Roggenburg, Swtzrld, Rnd 14

World C'ship 500cc MX Series
6/2 Sverepec, Slovakia, Rnd 5
6/16 Leirop, Netherlands, Rnd 6
6/30 Kramolin, Czech Republic, Rnd 7
7/21 Ballykelly, Ireland, Rnd 8
8/4 Namur, Belgium, Rnd 9
8/11 Folkendange, Lxmbrg, Rnd 10
8/25 Saxtorpsbanan, Sweden, Rnd 11
9/8 Gaildorf, Germany, Rnd 12

World C'ship Trials Series
5/25-26 United States, Rnd 4
6/1-2 Canada, Rnd 5
6/15-16 France, Rnd 6
6/22-23 Italy, Rnd 7
7/13-14 Germany, Rnd 8
7/27-28 Czech Republic, Rnd 9
8/17-18 Belgium, Rnd 10

World Championship Individual Speedway Series
6/1 Lonigo, Italy, Rnd 2
7/1 Pocking, Germany, Rnd 3
8/10 Linkoeping, Sweden, Rnd 4
8/31 London, England, Rnd 5
9/21 Vojens, Denmark, Rnd 6

International Six Day Enduro
8/12-17 Hameenlinna, Finland

World Sidecar Cross Grand Prix
6/16 Jinin, Czech Republic
7/14 Rijkevorsel, Belgium
8/18 Kegums, Latvia
8/25 Mill, Holland
9/22 Strassbessenbach, Germany
9/29 Rothenthurm, Switzerland

Motocross des Nations
9/15 Jerez, Spain

Trials des Nations
8/31-9/1 Kinner, Sweden

AMA Grand Nat'l C'ship Series
5/26 Springfield, IL, Rnd 4
6/1 LaSalle, IL, Rnd 5
6/15 Dallas, TX, Rnd 6
6/22 Sedalia, MO, Rnd 7
6/29 Lima, OH, Rnd 8
7/6 Lake Odessa, MI, Rnd 9
7/14 Du Quoin, IL, Rnd 10
7/20 East Moline, IL, Rnd 11
7/27 Oklahoma City, OK, Rnd 12
8/4 Peoria, IL, Rnd 13
8/7 Rapid City, SD, Rnd 14
8/10 Lincoln, NE, Rnd 15
8/17 Indianapolis, IN, Rnd 16
8/24 Hagerstown, MD, Rnd 17
9/1 Springfield, IL, Rnd 18
9/8 Syracuse, NY, Rnd 19
9/14 Rossburg, OH, Rnd 20
9/21 Knoxville, IA, Rnd 21
9/28 Sacramento, CA, Rnd 22
10/5 Pomona, CA, Rnd 23
10/13 Del Mar, CA, Rnd 24

AMA Harley-Davidson 883 Dirt Track Series
5/26 Springfield, IL, Rnd 3
6/1 LaSalle, IL, Rnd 4
6/22 Sedalia, MO, Rnd 5
7/6 Lake Odessa, MI, Rnd 6
7/14 Du Quoin, IL, Rnd 7
8/10 Lincoln, NE, Rnd 8
8/24 Hagerstown, MD, Rnd 9
9/1 Springfield, IL, Rnd 10
9/8 Syracuse, NY, Rnd 11
9/21 Knoxville, IA, Rnd 12
9/28 Sacramento, CA, Rnd 13
10/5 Pomona, CA, Rnd 14
10/13 Del Mar, CA, Rnd 15

AMA Supercross Series
5/18 Denver, CO, Rnd 15

AMA Nat'l C'ship 125/250cc Motocross Series
5/26 Mount Morris, PA, Rnd 4
6/16 Budds Creek, MD, Rnd 5
6/23 Southwick, MA, Rnd 6
7/7 Buchanan, MI, Rnd 7
7/21 New Berlin, NY, Rnd 8
7/28 Troy, OH, Rnd 9
8/4 Millville, MN, Rnd 10
8/18 Washougal, WA, Rnd 11
8/25 Binghamton, NY, Rnd 12
9/1 Delmont, PA, Rnd 13

AMA Western National Four-Stroke Motocross Series
6/8 Boise, ID, Rnd 5
6/23 Mammoth, CA, Rnd 6
8/18 Washougal, WA, Rnd 7
9/1 Grand Junction, CO, Rnd 8

AMA Eastern National Four-Stroke Motocross Series
9/15 Danville, VA, Rnd 1
9/22 Buchanan, MI, Rnd 2
9/29 London, KY, Rnd 3
10/6 Englishtown, NJ, Rnd 4
10/13 Casey, IL, Rnd 5
10/20 Blountville, TN, Rnd 6

AMA Superbike National Championship Series
5-31/6-2 Lexington, OH, Rnd 5
6/7-9 Elkhart Lake, WI, Rnd 6
6/14-16 Loudon, NH, Rnd 7
7/12-14 Brainerd, MN, Rnd 8
8/23-25 Sonoma, CA, Rnd 9
10/4-6 Las Vegas, NV, Rnd 11

North American Sport Bike Series
8/2-4 Elkhart Lake, WI, Rnd 5
8/9-11 Portland, OR, Rnd 6
8/30-9/1 Pocono, PA, Rnd 7
10/4-6 Loudon, NH, Rnd 8
10/17-20 Daytona Beach, FL, Rnd 9

Formula USA Series
8/2-4 Elkhart Lake, WI, Rnd 5
8/9-11 Portland, OR, Rnd 6
8/30-9/1 Pocono, PA, Rnd 7
10/4-6 Loudon, NH, Rnd 8
10/17-20 Daytona Beach, FL, Rnd 9

AMA National Championship Enduro Series
6/23 West Greenwich, RI, Rnd 5
9/8 Canton, IL, Rnd 6
9/15 London, KY, Rnd 7
10/13 Bellingham, WA, Rnd 8
10/27 Delaware City, DE, Rnd 9

AMA National Championship Reliability Enduro Series
5/25-26 McArthur, OH, Rnd 2
6/1-2 Idaho City, ID, Rnd 3

AMA National Championship Hare Scrambles Series
6/30 Berkshire, NY, Rnd 5
9/22 Roseburg, OR, Rnd 6
10/6 Lynnville, IN, Rnd 7
10/20 Park Hills, MO, Rnd 8
11/3 Millfield, OH, Rnd 9

AMA/North Eastern Cross Country Series
6/2 Java, NY
6/9 Sodus, NY
*6/30 Derkshire, NY
7/7 Owasco, NY
7/14 Little Falls, NY
7/28 Little Genesee, NY
8/11 Rew, Pa
9/1 Little Falls, NY
9/22 Martinsburgh, NY
10/13 South Edmonsten, NY
*AMA National HS
Info 716/581-1455

AMA National Championship Hare & Hound Series
9/15 Yerington, NV, Rnd 5
10/6 Reno, NV, Rnd 6
10/27 Lucerne Valley, CA, Rnd 7

AMA/Suzuki National Dual Sport Trail Ride Series
6/1-2 Lesterville, MO
6/8-9 Lake Isabella, CA
6/8-9 Elizabeth, WV
7/6-7 Logan, OH
7/13-14 Brightwood, OR
7/20-21 Adams, MA
7/28-8/2 Newberry, MI
8/24-25 Columbus, IN
8/31-9/1 Portland, OR
9/7-8 Golden Pond, KY
9/11-14 Steamboat Springs, CO
9/28-29 Phoenix, AZ
10/5-6 Mount Solon, VA
10/12-13 Angels Camp, CA
10/12-13 McArthur, OH
10/26-27 Terlingua, TX
11/29-30 Los Angeles, CA

AMA National Championship Hillclimb Series
6/2 Jefferson, PA, Rnd 2
6/9 Freemansburg, PA, Rnd 3
6/16 Avoca, NY, Rnd 4
6/23 Danville, WV, Rnd 5
8/10 Haydenville, OH, Rnd 6
8/18 Monson, MA, Rnd 7
9/8 Freemansburg, PA, Rnd 8
9/15 Middlebury, IN, Rnd 9
9/29 Jefferson, PA, Rnd 10
10/13 Oregonia, OH, Rnd 11
Info 614/984-2297

Wiseco/Yamaha/Answer/Dunlop/Acerbis/Braking Grand National Cross Country Series
6/2 Boyers, PA, Rnd 6
6/16 Elizabeth, WV, Rnd 7
8/25 Millfield, OH, Rnd 8
9/15 Fairmont, WV, Rnd 9
9/28 Mount Morris, PA, Rnd 10
10/13 Lisbon, OH, Rnd 11
10/27 Crawfordsville, IN, Rnd 12

SCORE Desert C'ship Series
5/31-6/1 Ensenada, BC, Mexico
10/8-10 Baja Calif., Mexico
Info 310/540-5001

AMA/NATC Nat'l C'ship Trials Series
6/29-30 Mount Olive, IL, Rnds 2 & 3
7/6-7 Jasper, TN, Rnds 4 & 5
8/24-25 Donner, CA, Rnds 6 & 7
8/31 Omaha, NE, Rnd 8
9/1 Kansas City, MO, Rnd 9

Championship Cup Series
Florida Region
5/27 Palm Beach, FL
6/23 Palm Beach, FL
7/14 Homestead, FL
7/28 Palm Beach, FL
8/25 Palm Beach, FL
8/31-9/1 Bloomingdale, GA
9/15 Palm Beach, FL
12/1 Homestead, FL

Great Lakes Region
6/8-9 Grattan, MI
7/6-7 Grattan, MI
7/27-28 Mount Meridian, IN
8/2-4 Elkhart Lake, WI
8/24-25 Grattan, MI
9/7-8 South Haven, MI
9/14-15 Grattan, MI

Great Plains Region
6/22-23 Rockton, IL
7/13-14 Topeka, KS
8/2-4 Elkhart Lake, WI
8/24-25 Topeka, KS
9/21-22 Rockton, IN

Mid-Atlantic Region
5/25-26 Bloomingdale, GA
6/15-16 Summit Point, WV
6/22-23 Braselton, GA
7/20-21 Summit Point, WV
8/10-11 Braselton, GA
8/30-9/1 Pocono, PA
9/14-15 Summit Point, WV

Mid-West Region
6/1-2 Rockton, IL
6/22-23 Rockton, IL
7/20-21 Rockton, IL
8/2-4 Elkhart Lake, WI
8/17-18 Rockton, IL
8/31-9/1 Rockton, IL
9/21-22 Rockton, IL

Northeast Region
5/25-26 Bridgehampton, NY
6/8-9 Loudon, NH
7/6-7 Bridgehampton, NY
7/20-21 Loudon, NH
8/2-4 Bridgehampton, NY
8/24-25 Loudon, NH

8/31-9/1 Bridgehampton, NY
9/14-15 Loudon, NH
10/4-5 Loudon, NH

Southeast Region
5/25-26 Bloomingdale, GA
6/22-23 Braselton, GA
6/29-30 Bloomingdale, GA
7/20-21 Talladega, AL
8/17-18 Braselton, GA
8/31-9/1 Bloomingdale, GA
9/14-15 Braselton, GA

Southwest Region
6/1-2 Phoenix, AZ
8/31-9/1 Las Vegas, NV
9/21-22 Phoenix, AZ
11/9-10 Las Vegas, NV
11/30-12/1 Phoenix, AZ

WERA Regional C'ship Series

South Central Region
6/1-2 College Station, TX
6/7-9 Hallett, OK
7/6-7 Henderson, TX
7/11-14 Clermont, IN
8/3-4 College Station, TX
8/31-9/1 Hallett, OK

Southeast Region
6/1-2 Faulkville, GA
6/15-16 Talladega, AL
7/11-14 Clermont, AL
8/24-25 Talladega, AL
9/28-29 Faulkville, GA

North Central Region
7/6-7 Mount Meridian, IN
7/11-14 Clermont, IN
8/3-4 Fairmont City, IL
9/7-8 Grattan, MI
9/28-29 Mount Meridian, IN

Northeast Region
6/29-30 Garrettsville, OH
7/11-14 Clermont, IN
7/27-28 Garrettsville, OH
8/3-4 Summit Point, WV
8/31-9/1 Garrettsville, OH
9/7-8 Grattan, MI
10/5-6 Summit Point, WV

Mid-Central Region
6/7-9 Hallett, OK
6/15-16 Talladega, AL
7/11-14 Clermont, IN
8/3-4 Fairmont City, IL
8/24-25 Talladega, AL
8/31-9/1 Hallett, OK
9/28-29 Mount Meridian, IN

WERA Nat'l Challenge Series
5/24-26 Summit Point, WV, Rnd 3
6/7-9 South Haven, MI, Rnd 4
6/21-23 Grattan, MI, Rnd 5
7/11-14 Clermont, IN, Rnd 6
8/9-11 Mount Meridian, IN, Rnd 7
9/6-8 Memphis, TN, Rnd 8
9/20-22 College Station, TX, Rnd 9
10/9-13 Braselton, GA, Final

WERA Nat'l Endurance Series
5/25 Summit Point, WV, Rnd 3
6/8 South Haven, MI, Rnd 4
6/22 Grattan, MI, Rnd 5
7/13 Clermont, IN, Rnd 6
8/10 Mount Meridian, IN, Rnd 7
9/7 Memphis, TN, Rnd 8
9/21 College Station, TX, Rnd 9
10/11 Braselton, GA, Final

WERA Vintage Series
6/1 Faulkville, GA, Rnd 13
* 6/2 College Station, TX, Rnd 14
6/7-9 Hallett, OK, Rnd 15
6/29 Garrettsville, OH, Rnd 16
* 7/6 Mount Meridian, IN, Rnd 17
7/7 Henderson, TX, Rnd 18
7/27 Garretsville, OH, Rnd 19
8/3 Summit Point, WV, Rnd 20
8/4 College Station, TX, Rnd 21
8/24 Talladega, AL, Rnd 22
8/31 Garrettsville, OH, Rnd 23
8/31-9/1 Hallett, OK, Rnd 24
9/7 Grattan, MI, Rnd 25
9/28 Faulkville, GA, Rnd 26
10/5 Summit Point, WV, Rnd 27
10/9-10 Braselton, GA, Final
* double point race
Info 407/831-7736

AHRMA Historic Cup Series
6/15-16 Grattan, MI
7/19-21 Lexington, OH
8/9-11 South Haven, MI
9/14 Steamboat Springs, CO
10/4-6 Talladega, AL
Info 715/842-9699

AHRMA BMW Classic Cup Series
6/15-16 Grattan, MI
7/19-21 Lexington, OH
Info 715/842-9699

AHRMA SOS/BOT/BEARS Series
6/15-16 Grattan, MI
7/19-21 Lexington, OH
8/9-11 South Haven, MI
10/4-6 Talladega, AL
Info 715/842-9699

AHRMA Vintage Iron National MX Series
5/25 Tyler, TX
6/2 San Bernardino, CA
6/8 New Berlin, NY
6/15 Grattan, MI
6/29 Peoria, IL
7/7 Carlsbad, CA
7/20 Lexington, OH
8/10 Southwick, MA
9/13 Steamboat Springs, CO
10/20 Hollister, CA
Info 715/842-9699

AHRMA Speed & Sport Trials Series
6/1 San Bernardino, CA
6/2 Fredonia, KS
6/16 Grattan, MI
6/30 Peoria, IL
7/13 Norden, CA
7/21 Lexington, OH
9/12 Steamboat Springs, CO
10/12 White City, IL
10/19 Hollister, CA
Info 715/842-9699

AHRMA Classic Bike Magazine Dirt Track Series
6/8 Budds Creek, MD
6/9 Cumberland, MD
6/14 Lake Odessa, MI
6/28 Peoria, IL -
6/30 Peoria, IL
7/27 Weedsport, NY
8/10 Hartford, MI
9/11 Hayden, CO
Info 715/842-9699

AHRMA Midwest Regional MX Series
5/26 Lamoni, IA
6/2 Fredonia, KS
6/15 Grattan, MI
6/29 Peoria, IL
7/14 Mitchell IN
7/20 Lesington, OH
9/1 Denmark, WI
9/21 Millington, MI
10/5 Des Moines, IA
10/19 Casey, IL
Info 414/684-4331

AHRMA Western Regional MX Series
6/23 Eugene, OR
9/22 Fernley, NV
10/13 Carlsbad, CA
11/3 Tulare, CA
Info 408/663-4014

AHRMA Western Regional Dirt Track Series
7/14 Brentwood, CA, Rnd 6
7/19 Quincy, CA, Rnd 7
8/18 Hollister, CA, Rnd 8
10/10 Del Mar, CA, Rnd 9
10/11 Ramona, CA, Rnd 10
10/27 Tulare, CA, Rnds 11 & 12
Info 818/992-5343

NETRA Championship Enduro Series
6/2 Wrentham, MA
6/9 Somers, CT
6/23 W. Greenrich, RI
7/21 Oxford, MA
8/11 Granville, MA
9/8 Windsor, MA
9/29 Wretham, MA
10/6 Adams, MA
10/20 Chester, CT
11/3 Stafford, CT

NETRA Championship Hare Scrambles Series
6/16 Thomaston, CT
6/30 Chelsea, VT
7/7 Union, CT
7/14 Windsor, MA
7/28 E. Hampton, CT
8/4 Searsport, ME
8/18 Union, CT
8/25 Cheshire, MA
9/1 W. Gloucester, RI
9/15 Boyntonville, KY
9/22 W. Greenwich, RI
10/13 Assonet, MA
10/27 Alton, NH
11/10 Cheshire County, NH

NETRA Turkey Run Series
6/8-9 Loudon, NH
7/20-21 Adams, MA
8/25 Gardner, MA
9/8 N. Haverhill, NH
9/15 New Boston, MA
10/13 Wichendon, MA
10/27 Central Village, CT

NETRA Championship Junior Enduro Series
6/15 Thomaston, CT
6/22 Southampton, NA
7/6 Union, CT
8/3 Searsport, ME
8/10 Granville, MA
8/17 Union, CT
8/24 Southampton, MA
9/28 Brimfield, MA
10/12 Assonent, MA
10/26 Alton, NH
11/2 Winchendon, MA

Best in the Desert Silver State Series
6/22 Pioche, NV
9/21 Tonopah, NV
10/19 Las Vegas, NV
12/7 Laughlin, NV
Info 702/457-5775

SERA Enduro Series
6/2 Laurel, MS
6/16 Fort Polk, LA
6/30 Goodman, MS
8/11 Breezy Hill, LA
9/15 Rockford, AL
10/6 Jemison, AL
11/3 Maplesville, AL

SERA Hare Scrambles Series
9/1 Goodman, MS
10/19 McComb, MS
11/17 Warrior, AL
12/1 Maplesville, AL
1/19 Maplesville, AL
2/2 New Augusta, MS
2/9 Wiggins, MS

VDTRA Vintage Classics IX Dirt Track Series
6/2 LaSalle, IL
6/8-9 Wichita, KS
6/16 Indianapolis, IN
6/23 Sedalia, MO
6/29-30 Cambridge, MN
7/5 Lake Odessa, MI
7/13 Rapid City, SD
7/14 Casper, WY
7/26 Norton, KS
7/28 Oklahoma City, OK
8/10 Sturgis, SD
8/12-13 Stockton, KS
8/31 Lexington, OK
10/14 Del Mar, CA
Info 918/836-6999

Black Jack Enduro Circuit
6/9 Henryette, OK
9/8 Collins, MO
9/22 Henryette, OK
10/13 Stillwater, OK
10/29 Chadwick, OK

RMEC C'ship Enduro Circuit
5/26 Limon, CO
6/9 Buena Vista, CO
6/23 Upton, WY
7/14 Rand, CO
8/4 Woodland Park, CO
8/25 Gunnison, CO
9/15 Post, TX
10/6 Cloudcroft, NM
Info 307/742-4136

NMRA Drag Race Series
6/22 Palmdale, CA
7/13 Fallen, NV
9/14-15 Palmdale, CA
TBA Phoenix, AZ
11/9 Palmdale, CA
Info 818/367-4417

Canadian Supercross Series
9/21 Montreal, Quebec
Info 416/363-9035

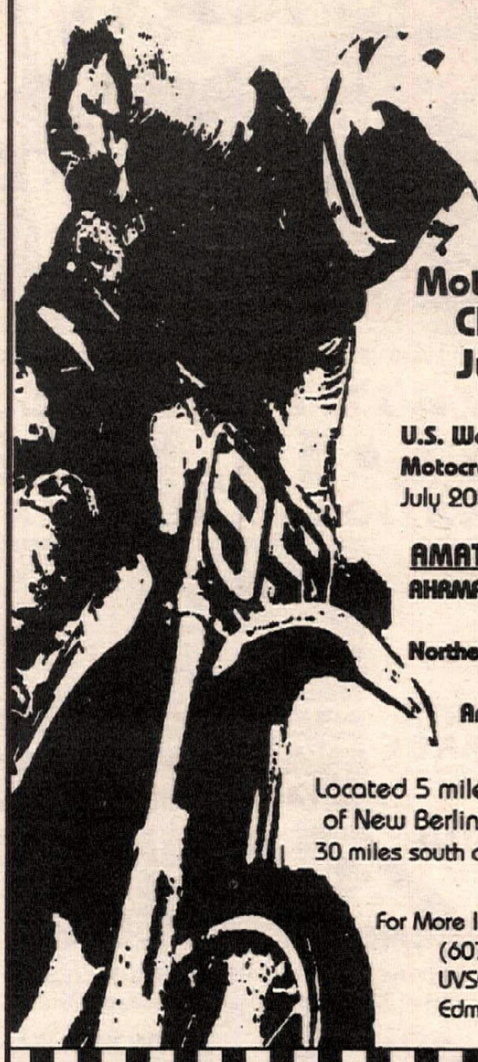
EARA 50cc-80cc Atlantic Cup Series
6/1 Bedford, PA
6/16 Hampton, VA
7/7 Hampton, VA
7/27 New Bloomfield, PA
7/28 New Bloomfield, PA
8/17 Batavia, NY
9/8 New Bloomfield, PA
9/21 Bedford, PA
10/6 New Bloomfield, PA
10/19 Bedford, PA
11/2 Hampton, VA
11/3 Hampton, VA
Info 301/791-2046

LaPlaya Grand Prix MX Series
8/11 Rosarito, BC, Mex.
10/6 Rosarito, BC, Mex.
12/8 Rosarito, BC, Mex.
Info 001-52-661-22525

No. Calif. Mini Road Racing Assoc. C'ship Series
6/29-30 Sacramento, CA
7/13-14 Sacramento, CA
8/3-4 Sacramento, CA
8/24-25 Sacramento, CA
9/7-8 Sacramento, CA
10/12-13 Sacramento, CA
11/16-17 Sacramento, CA
Info 916/722-5517

CMRRA 50cc-125cc C'ship Road Race Series
5/26 Riverside, CA
6/22-23 Rosamond, CA
7/14 Palomar, CA

UNADILLA
Valley Sports Center, Inc.
AMA Pro Racing
DUNLOP



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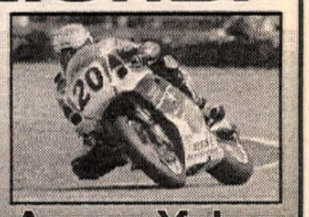

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Fri., May 31 Little Okie, Madera, CA - Final (Night Race)
CMA Bounty Hunter MX Series
Sat., May 25 Las Bonas Round 3 (Night Race)

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Sat., May 25 GFI Saturday Practice (8:00a.m. - 1:00p.m.) Perris
Sun., May 26 SRA Grand Prix Perris
Mon., May 27 FMF Memorial Day Extravaganza Perris
Sat., June 1 GFI Saturday Practice (8a.m.-1:00p.m.) Perris
Wed., June 5 GFI Wednesday Practice (Noon-Dusk) Perris

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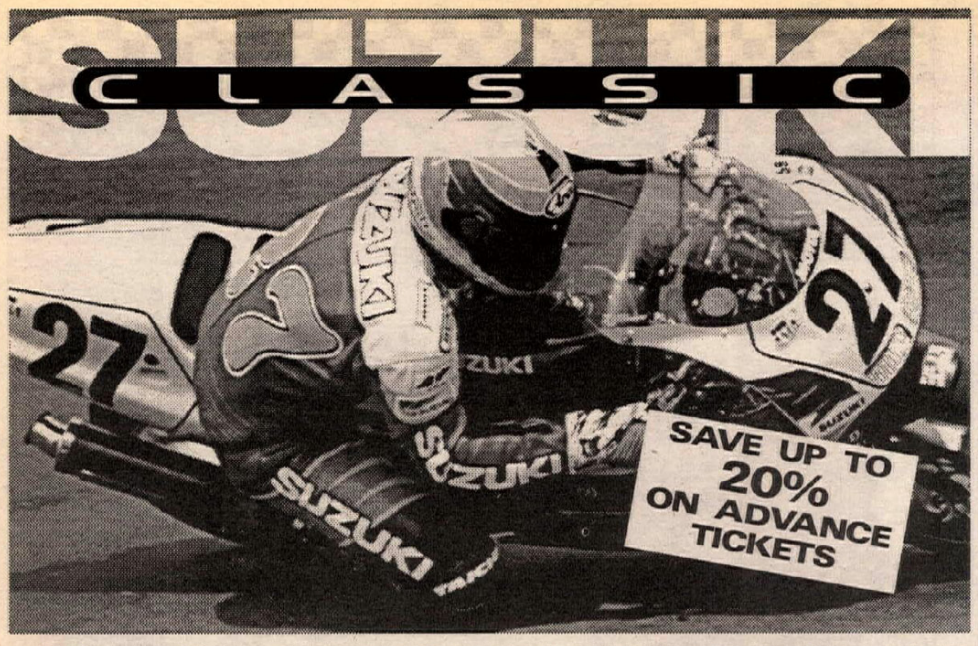

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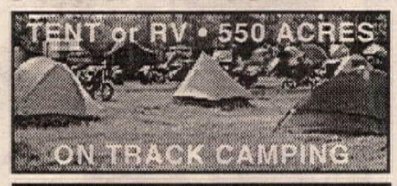
- PROGRESSIVE INSURANCE HARLEY-DAVIDSON SUPERTWINS
- PERFORMANCE MACHINE SUPERTEAM SERIES



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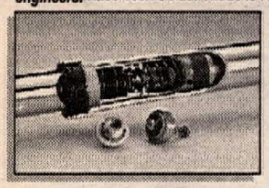

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Sat., May 25 MX Practice Hollister Hills, CA
Sun., May 26 1996 Motowest/Parts Unlimited Memorial Day C'Ship
1996 NMA Ponca City Qualifier #1 Hollister Hills, CA
Mon., May 27 1996 NMA Ponca City Qualifier #2 Hollister Hills, CA
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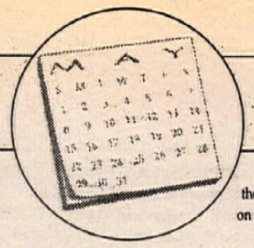


CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

8/4 Riverside, CA
9/29 Perris, CA
10/26-27 Rosamond, CA
11/24 Perris, CA
12/14-15 Riverside, CA
Info 909/674-5357

SRAC Colorado MX Championship Series
6/2 Cheyenne, WY
6/9 Colorado Springs, CO
6/16 Pueblo, CO
6/23 Berthound, CO
6/30 Colorado Springs, CO
7/14 Berthound, CO
7/28 Aurora, CO
8/4 Berthound, CO
8/11 Cheyenne, WY
9/15 Colorado Springs, CO
9/22 Berthound, CO
9/29 Cheyenne, WY
10/6 Colorado Springs, CO
10/12-13 TBA
Info 800/242-6581

SRAC Colorado National Supercross Series
7/20 Colorado Springs, CO
8/17 Grand Junction, CO
8/24 Brighton, CO
9/7 TBA
Info 800/242-6581

AMA/District 37 Grand Prix Series
10/5-6 Castaic Lake, CA
11/9-10 Gorman, CA

AMA/US Women's MX League Outdoor Championship Series
5/25-26 Mount Morris, PA
7/20-21 Unadilla, NY
8/17 Washougal, WA
8/31-9/1 Steel City, PA

Mid-Atlantic Vintage Trials Series
6/2 TBA
6/23 Williamsport, PA
8/10 Toronto, OH
9/7 Farrandsville, PA
10/6 Toughkenamon, PA
Info 410/ 775-7209

FTA Trials C'ship Series
6/30 Crooms, FL

Yamaha Sunshine State Championship MX Series
6/2 Orlando, FL
6/9 Dania, FL
6/30 Ona, FL
7/7 Dade City, FL
7/14 Reddick, FL
7/21 Orlando, FL
7/28 Dania, FL
8/18 Ona, FL
8/25 Dade City, FL
9/1 Reddick, FL
9/8 Orlando, FL
9/15 Ona, FL
9/22 Dade City, FL
Info 407/333-2356

Florida Vet C'ship Series
5/26 Orlando, FL
8/11 Orlando, FL

Florida Mini-Cycle Championship Series
6/8 Orlando, FL
6/29 Orlando, FL
7/13 Orlando, FL
7/27 Orlando, FL
8/17 Orlando, FL
8/31 Orlando, FL
9/14 Orlando, FL
9/21 Orlando, FL

Central Florida M/C Dealers Series
6/8 Orlando, FL
6/29 Orlando, FL
7/13 Orlando, FL
7/27 Orlando, FL
8/17 Orlando, FL
8/31 Orlando, FL
9/14 Orlando, FL
9/21 Orlando, FL

KORR Hare Scrambles Championship Series
7/13 Sterling, KS
10/13 Arkansas City, KS
11/3 Newton, KS
11/10 Arkansas City, KS
12/8 Hillsboro, KS
Info 316/942-6527

KORR Moto/Scrambles Championship Series
6/29 Newton, KS
8/24 Marion, KS
9/22 Hillsboro, KS
12/1 Marion, KS
Info 316/942-6527

KORR Motocross Championship Series
6/2 Marion, KS
6/16 Hillsboro, KS
6/23 Sterling, KS
7/7 Hillsboro, KS
8/11 Sterling, KS
8/18 Hillsboro, KS
9/8 Sterling, KS
9/15 Arkansas City, KS
10/6 Hillsboro, KS
10/27 Marion, KS
12/15 Sterling, KS
Info 316/942-6527

NMA Grand National Championship Qualifiers Series

Western 1
6/2 Moreno Valley, CA
6/16 Moreno Valley, CA

Western 2
5/26 Hollister, CA
5/27 Hollister, CA
6/9 Monterey, CA
6/14 Livermore, CA
6/22 Chowchilla, CA
6/28 Livermore, CA

Appalachian
6/23 Delmont, PA

Arizona
5/25 Phoenix, AZ
6/1 Eloy, AZ
6/8 Phoenix, AZ
6/15 Eloy, AZ
6/29 Phoenix, AZ

Carolinas
5/26 Hendersonville, NC

Central
5/26 Great Bend, KS
5/27 Great Bend, KS
6/9 Great Bend, KS

Cimarron
5/26 Welch, OK
6/2 Oklahoma City, OK
6/9 Oklahoma City, OK
6/30 Welch, OK

Eastern
5/26 Budds Creek, MD
6/5 Budds Creek, MD

Finger Lakes
6/2 Clifford, PA
6/16 Clifford, PA

Dakotas
6/2 Bismarck, ND
6/8 Arvilla, ND
6/9 Arvilla, ND
6/16 Underwood, ND

Midwest
5/26 Kahoka, MO
5/27 Kahoka, MO
6/23 Salem, IL
6/30 Salem, IL

Nebraska
6/2 Ashland, NE
6/16 Westmoreland, KS

Northcentral
6/1 Buchanan, MI
6/2 Buchanan, MI
6/29 Rochester, IN
6/30 Rochester, IN

Northwest
5/26 Spokane, WA
6/2 Onalaska, WA
6/29 Port Angeles, WA

Ohio
6/1 Malvern, OH
6/9 Malvern, OH
6/22 Malvern, OH

Ozark
5/27 Little Rock, AR
6/2 Fort Smith, AR

Rocky Mountain
6/2 Cheyenne, WY
6/9 Colorado Springs, CO
6/16 Pueblo, CO
6/23 Berthoud, CO
6/30 Colorado Springs, CO

Southwest
6/23 Albuquerque, NM

Silver State
6/7 Carson City, NV
6/14 Carson City, NV
6/21 Carson City, NV

Texas
6/8 Burleson, TX

Viking
5/27 Staples, MN
6/16 Deer River, MN
6/23 Mora, MN
6/30 Staples, MN

Wyoming
5/26 Laramie, WY
6/16 Casper, WY

Georgia/Florida
TBA

Tennessee
5/25 I-40, TN
6/8 I-40, TN
6/29 I-40, TN

NMA Ponca City Grand National C'ships
7/30-8/3 Ponca City, OK
Info 310/868-8112

Suzuki RM Cup
9/7-8 Branson, MO
Info 909/657-6834

Branson USA National Motocross Finals
10/4-6 Branson, MO
Info 909/657-6834

AMA MX Mega Series
6/9 Blountville, TN
6/30 Dalton, GA
7/13-14 Blountville, TN
7/21 Wytheville, VA
9/1 London, KY
9/8 Blountville, TN
9/29 London, KY
10/19-20 Blountville, TN
Info 324/323-5497

Texas Cross Country Series
6/2 Bulcher, TX
6/16 St. Jo, TX
6/30 Fort Worth, TX
8/25 Bryson, TX
9/8 Fort Hood, TX
9/22 Durant, OK
10/6 Wheatherford, TX
10/20 Fort Hood, TX
11/3 Bryson, TX
Info 214/394-9168

MRAN Desert Series
6/16 Pioche, NV
7/6-7 Caliente, NV
8/4 Ely, NV
10/5-6 Las Vegas, NV
11/2-3 Beatty, NV
11/17 Las Vegas, NV
Info 702/437-6726

WSMC Road Race Series
6/16 Rosamond, CA
7/21 Rosamond, CA
8/18 Rosamond, CA
9/15 Rosamond, CA
10/20 Rosamond, CA
11/17 Rosamond, CA
12/15 Rosamond, CA
Info 805/256-1234

International Old Timers Motocross Series
5/25-26 Richland, WA
6/1-2 Edmonton, AB, Canada.
6/29-30 Duncan, Canada.
7/29-30 Albany, OR
8/31-9/1 Fernley, NV

Motorcycle Asphalt Racing Series
10/4 Asheville, NC
10/25 Kenly, NC
10/26 Charleston, SC
Info 803/626-7959

AMA Dual Sport Trail Ride Series
6/1-2 Lesterville, MO
6/8-9 Lake Isabella, CA
6/8-9 Elizabeth, WV
7/6-7 Logan, OH
7/13-14 Brightwood, OR
7/20-21 Adams, MA
7/28-9/2 Newberry, MI
8/24-25 Columbus, IN
8/31-9/1 Portland, OR
9/7-8 Golden Pond, KY
9/11-14 Steamboat Springs, CO
9/28-29 Phoenix, AZ
10/5-6 Mount Solon, VA
10/12-13 Angels Camp, CA
10/26-27 Terlingua, TX
11/29-30 Los Angeles, CA

AMA/District 37 Dual Sport Ride Series
5/25-26 St. George, UT
* 6/8-9 Lake Isabella, CA
6/16 Montrose, CA
6/29 Mammoth Lakes, CA
7/20-21 Sequoia N.F., CA
7/27-28 Independence, CA
8/3-4 Big Bear Lake, CA
8/24-25 Bass Lake, CA
9/7-8 Bishop, CA
9/21-22 Bishop, CA
9/29 Big Bear Lake, CA
10/5-6 Bishop, CA
10/13-20 Ridgecrest, CA
10/27 San Bernardino, CA
11/2-3 Death Valley, CA

11/17 Riverside, CA
*11/29-30 LA-Barstow-Las Vegas
12/29 Mojave, CA
*National Trail Ride Series event
Info 818/249-2141

Rocky Mountain Dual Sport Series
6/9 Salida, CO
7/19-21 Buena Vista, CO
8/8-10 Sturgis, SD
* 9/11-14 Steamboat Springs, CO
* National Trail Ride Series event
Info 303/697-8382

Wild West National Motocross Series
6/1-2 Elko, NV
6/22-23 Boise, ID
6/29-30 Logan, UT
7/13-14 Rupert, ID
7/27-28 Pocatello, ID
8/10-11 Rock Springs, WY
8/31-9/1 Logan, UT
Info 801/972-5074

Championship Enduro Series
5/26 New Philadelphia, PA
6/2 Whiteford, MD
6/23 West Greenwich, RI
7/7 Hobbie, PA
7/21 Blain, PA
8/4 Middlebury Center, PA
8/18 Speedsville, NY
8/25 Mauricetown, NJ
9/8 Shippensburg, PA
9/15 Brandonville, PA
9/22 New Lisbon, NJ
10/27 Delaware City, DE
11/3 New Gretna, NJ
11/10 Warren Grave, NJ
Info 717/865-0601

Championship Hare Scrambles Series
6/9 Woodland Twp., NJ
6/30* Berkshire, NY
8/11 Good Springs, PA
9/29 Whiteford, MD
10/13 Mauricetown, NJ
11/17 Greenbank, NJ
Info 717/865-0601

Dual Sport Series
6/16 Brandonville, PA
9/29 Indian Mills, NJ
10/20 New Philadelphia, PA
11/17 Belleplain, NJ
Info 717/865-0601

New England Trials Association
5/25-26 Exeter, RI
6/9 Chepachet, RI
6/22-23 Ossippee, NH
7/28 Exeter, RI
9/15 Exeter, RI
10/6 Chepachet, RI
10/13 Exeter, RI
10/19-20 Meriden, CT

Southeastern Trials Riders Association C'ship Series
6/8-9 Carrolton, KY
7/6-7 Jasper, TN
8/31-9/1 Monroe, GA
9/28-29 Cumming, GA
10/26-27 Jasper, TN
11/16-17 Jasper, TN
Info 770/928-4872

U.S. Eastern Pro-Am MX Spring Series
5/26 Elizabeth City, NC
6/2 Axton, VA

Hammerhead Grand Championship Series
7/7 Dillwyn, VA
7/14 Axton, VA
7/21 East Bend, NC
7/28 Danville, VA
8/18 Wytheville, VA
8/25 Danville, VA

US Eastern Pro-Am Motocross Fall Series
9/8 Elizabeth City, NC
9/14 Danville, VA
9/22 Wytheville, VA
9/29 Dillwyn, VA
10/6 Elizabeth City, NC
10/13 Axton, VA
10/27 Danville, VA
11/17 Danville, VA

Virginia Championship Hare Scramble Series
6/2 Rural Retreat, VA
6/9 Ivor, VA
6/23 Pulaski, VA
7/14 Danville, VA
9/15 Middlebrook, VA
10/6 Martinsville, VA
10/20 Newport News, VA
11/3 Surry, VA
Info 804/255-4620

NESC Motocross Spring Series
5/26 Greene, ME
5/27 Greene, ME
6/2 Middleboro, MA
6/9 Central Village, CT
6/16 Southwick, MA
6/30 Southwick, MA
7/6 Greene, ME
7/7 Greene, ME
7/14 Southwick, MA
7/21 Middleboro, MA
Info 413/772-0685

NESC Motocross Fall Series
7/21 Middleboro, MA
7/28 Southwick, MA
8/4 Middleboro, MA
8/10 Southwick, MA
8/11 Southwick, MA
8/18 Central Village, CT
9/1 Greene, ME
9/2 Greene, ME
9/8 Southwick, MA
9/15 Middleboro, MA
9/21 Greene, ME
9/22 Greene, ME
9/28 Southwick, MA
9/29 Central Village, CT
10/6 Middleboro, MA
10/13 Southwick, MA
10/20 Middleboro, MA
10/27 Southwick, MA
11/3 Middleboro, MA

Motorcycle Roadracing Association
6/2 Mead, CO
6/16 Denver, CO
6/30 Denver, CO
7/14 Mead, CO
7/20 Mead, CO
8/4 Peublo, CO
8/11 Mead, CO
8/25 Denver, CO
9/14-15 Steamboat Springs, CO
9/29 Denver, CO

Over the Hill Gang
5/25-26 Fernly, NV
9/14-15 Hollister, CA
11/16-17 Palmdale, CA
10/12-13 Oatfield, CA
4/13-14 Hanford, CA
Info 310/864-6875

Vintage Iron Evolution of Motocross Series
6/9 Glen Helen, CA
7/TBA Washougal, WA
8/10 Southwick, MA
9/16 Craig, CO
10/13 Carlsbad, CA
11/3 Tulare, CA
12/8 LasVega, NV

Metropolitan Sports Committee Spring Series
5/26 Modena, NY
6/2 Monticello, NY
6/9 Modena, NY
6/16 Monticello, NY
6/30 Modena, NY
7/7 Monticello, NY
7/14 Modena, NY

Metropolitan Sports Committee Fall Series
7/28 Modena, NY
8/4 Claverack, NY
8/11 Monticello, NY
8/18 Modena, NY
9/1 Modena, NY
9/8 Modena, NY
9/15 Claverack, NY
9/22 Modena, NY
9/29 Modena, NY
10/6 Modena, NY
10/13 Modena, NY
10/20 Modena, NY
10/27 Modena, NY
11/3 Modena, NY

GFI at Night
6/8 Perris, CA
*6/15 Perris, CA
6/22 Perris, CA
*7/13 Perris, CA
7/20 Perris, CA
*7/27 Perris, CA
8/3 Perris, CA
8/10 Perris, CA
*8/17 Perris, CA
8/24 Perris, CA
* **8/31 Perris, CA
*Yamaha & **Kawasaki Contingency Available
Info 909/653-4042

GFI Fall Series South
9/8 Perris, CA
*9/15 Perris, CA
*9/29 Perris, CA
*10/6 Perris, CA
*10/27 Perris, CA
*Honda, Kawasaki, Suzuki & Yamaha Contigency Available
Info 909/653-4042

GFI/Team Green Youth World Championships
*7/6 Perris, CA
*7/7 Perris, CA
*Kawasaki contingency available

Northeast MX Classic Series
6/1-2 Clifford, PA, Rnd 2
6/9 New Berlin, NY, Rnd 3
6/30 Englishtown, NJ, Rnd 4
7/28 Walden, NY, Rnd 5
TBA Rnd 6

Roadracing Association of Motocycles C'ship Series
5/26 Coos Bay, OR
6/9 Coos Bay, OR
6/29 Coos Bay, OR
7/7 Coos Bay, OR
8/4 Coos Bay, OR
8/18 Coos Bay, OR
9/8 Coos Bay, OR
10/13 Coos Bay, OR
Info 541/269-2474

Competition Riders of America Spring MX Series
5/26 Amherst, OH
6/16 Ohio International,OH
6/23 Lightning, OH

Competition Riders of America Fall MX Series
9/1 Ohio International, OH
9/8 Western Reserve, OH
9/15 Malvern, OH
10/13 Spring Valley, OH
10/20 Pymatuning, OH
10/27 Amherst, OH

Competition Riders of America Vintage MX Series
6/9 Malvern, OH
6/23 Lightning, OH
6/30 Spring Valley, OH
7/14 Pymatuning, OH
7/21 Amherst, OH
8/22 Lake County Fair, OH
9/22 Ohio International, OH

Competition Riders of America Buckeye Hare Scramble Series
5/26 Cable Creek, OH
6/16 Salem, OH
7/14 Lightning, OH
8/11 Big Valley, OH
9/15 Broken Spokes, OH
10/27 Malvern, OH
11/3 Spring Valley, OH

Moto Sports of America Flat Track Series
5/31-6/2 Cour d'Alene, ID
6/28-29 Kalispell, MT
6/30 Cedar Rapids, IA
7/14 Casper, WY
8/3 Afton, WY
8/21 Douglas, WY

KTM/Team Dual Dogs California Dual Sport Series
6/8-9 Lake Isabella, CA
7/7-12 Redding, CA
10/13 Glen Helen, CA
12/15 Ontario, CA
Info 818/886-7194

ASM Canada Cup Superbike Series
5/25-26 Quebec, Canada
6/8-9 Alberta, Canada
6/29-30 Ontario, Canada
7/6-7 Quebec, Canada
7/20-21 N.S., Canada
8/31-9/1 Quebec, Canada

Quebec/Ontario ASM C'ship
6/22-23 Quebec, Canada
6/29-30 Ontario, Canada
8/24-25 Quebec, Canada
8/31-9/1 Quebec, Canada
10/14 Ontario, Canada

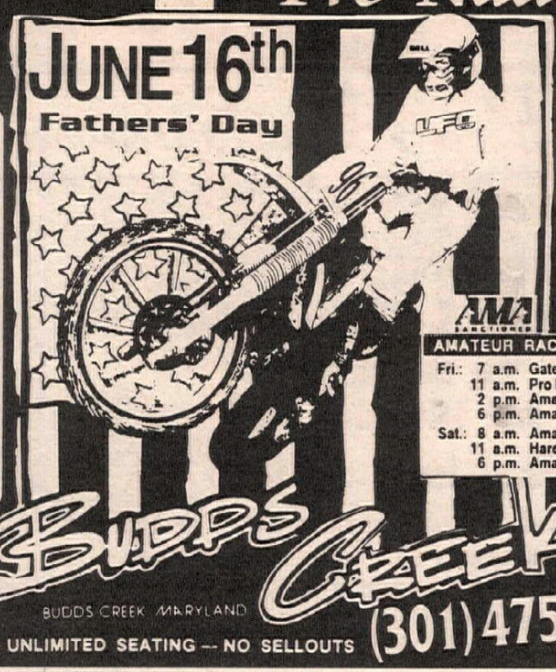
ASM Endurance
9/21 Quebec, Canada
10/14 Ontario, Canada

Eastern C'ship Enduro Series
6/23 West Greenwich, RI
7/7 New Straitsville, OH
8/13 Roselawn, IN
9/1 Clinton, SC
9/15 London, KY
10/13 Princeton, KY

Sunstar Sprockets Spring Classic MX Nationals
North
5/26 Chico, CA
Final Showdown
6/1-2 Gorman, CA
Info 714/367-1141

FMF Pac-West MX Nationals
6/8 Albany, OR
6/9 Albany, OR
6/15 Richland, WA
6/16 Richland, WA

Kawasaki CHEVY TRUCKS Pro-National



PEPSI · MOTOCROSS ACTION · DIRT SHIRTS · MAXIMA · SCOTT · DIRT RIDER · Budweiser · Holiday Inn · DIRT BIKE · FMF · FLY RACING · STYLE WEEK · 1-800-COLLECT · BRIDGESTONE · RRP · Pro Art Works · SKOAL RACING

• UNLIMITED SEATING -- NO SELLOUTS

SAVE $5.00 ON ALL ADVANCE TICKETS
FRI., SAT., & SUN. (At Gate) Adults $35 • Children $20
SAT. & SUN. (At Gate) Adults $30 • Children $15
SUNDAY ONLY (At Gate) Adults $20 • Children $6
CHILDREN AGE 6 TO 12, AGE 5 AND UNDER FREE

For all advance tickets, subtract $5.00 from Gate Price and please indicate which tickets you want! Include a self-address stamped envelope, all orders must be post-marked June 4th. (Please do not include camping fee.)

Mail Check or Money Order, Less $5.00:
Budds Creek Ticket Sales
P. O. Box 156, Leonardtown, MD 20650

SPEND YOUR MEMORIAL WEEKEND AT LACR
Super Joe Reed Will Take a Death Defying Leap Over A Spinning Helicopter With One Hand Tied Behind His Back!

BURGER KING Presents...
JB Memorial 1996 Dunestown Series
HONDA • YAMAHA • SUZUKI CONTINGENCY MONEY
CRC
OVER $150,000 in Cash & Prizes
19th Annual 1996 DUNESTOWN SERIES

Round Four	Sunday, May 26	LACR Motocross, CA
Round Five	Monday, May 27	LACR Grand Prix, CA

1st Time Ever SUPER JOE REED World Record Sunday, May 26th
Super Joe Reed will jump his Honda over a spinning Helicopter during intermission of the Dunestown Motocross Race.

HONDA Come ride with us. · FMF · DHMA · Mechanix Wear · Schooners · YAMAHA · WISECO · VSK RACING · Cycle CONCEPTS · KIEFFE & SONS FORD · PROBOARD · ONEAL · NATIONWIDE CYCLE · FOX · 30 minute PHOTO · MOTO TIME · NHP2 · SCOTT USA · Golden West Trailer Sales

First 100 Entries for the Dunestown receive a free Azonic Hat or other prize from ONEAL

Holiday Inn
Official Dunestown Series Hotel

Rays Chevron
Official Dunestown Service Station

Read about all the racing events and final results in Motorsports News
For CRC Dunestown Info Call (805) 272-8889

DUNESTOWN CLASSIC GP
L.A. County Raceway - Monday, May 27

CRC
Mail Entries To: CRC
37045 Ran Drive
Palmdale, CA 93550
Headquarters
(805) 272-8889

GP Race Schedule
8:00 a.m. Parade Lap
8:15 a.m. All 80cc
9:15 a.m. Jr. Vets (+25) / Vintage Old School (1975-1980)
10:15 a.m. Old Timers
11:15 a.m. All 60cc
12:00 Noon Parade Lap
12:15 p.m. CRC Vets (+30) Sr. (+40)
1:15 p.m. 125-250-500 Nov/Int/Pro
2:15 p.m. 125-250-500 Beg
3:15 p.m. Team Race
*PeeWee's will run 2 Motos on a separate track
Practice 9:00 a.m. • 1st Race 9:30 a.m.
2nd Race 10:30 a.m.

16th Annual Pole Pen Enduro
June 30, 1996
Central Mississippi CMET Enduro Team
Goodman, MS
Kids Race at 5 p.m. Saturday
Beautiful campground with lake for fishing & swimming. 17 miles to motels in Koscinsko. Separate practice trails for kids & adults. "C" class cut off. Lots of new & challenging trails for all levels. New spectator points. Concessions & sanitary facilities provided.
Row info: C. Smith (601) 845-3363
AMA D. Knight (601) 843-3251
SERA

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come see how we are quickly becoming the new choice of many racers from beginners to pros including Jeff Hedden #85 & Jon Hedden #415
Call for FREE photos and a brochure!
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thanx to everyone for your support

GLEN HELEN RACEWAY PARK
AMA CALIFORNIA AMA
STATE MX CHAMPIONSHIP
OCT. 19-20
24 Hr. Info: 909-880-3090

KTM MOTORCYCLES
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PARTS IN STOCK
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(810) 673-3366 (810) 673-8144 FAX
UPS Daily

$$ CASH PAID $$
USED STREET BIKES
BERT'S MOTORCYCLES
818-334-1288 / 818-334-2926

Race at the PAS!

Perris Auto Speedway

Announcing:

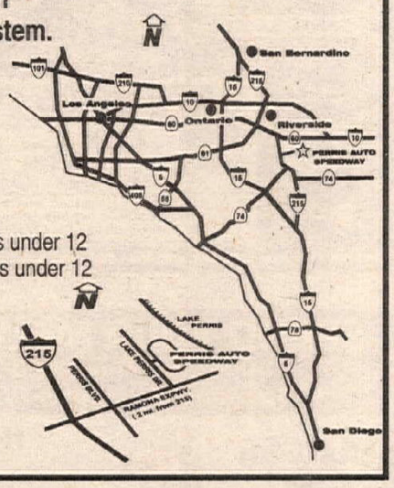
The Perris Auto Speedway Dirt Track & Sidecar Classic!

on the all-new 1/4 Mile clay oval

Wednesday, June 5,1996

Don't miss the inaugural motorcycle race at the brand-new Perris Auto Speedway! And (for sure) don't miss Bruce Flanders on the PAS' ultra-awesome 60,000-watt sound system.

Schwartz! Hicks! King! Lucero! Oxley!



Reserved Seating: $12.00 Adult - $8.00 Juniors - $6.00 Kids under 12
General Admission: $10.00 Adult - $6.00 Juniors - $5.00 Kids under 12

Tickets at TICKETMASTER

Gates Open: 4:00pm • First Race: 7:00pm
Plenty of great seats at the gate!
A.M.A. sanctioned (all A.M.A. rules apply)
Call 1(800)976-RACE for the latest updates.

AHRMA Vintage Iron National Motocross Series: Round 7

NATIONAL MOTOCROSS

Sunday, June 2, 1996

Glen Helen OHV Park, San Bernardino, CA

In front of the main grandstands on the site of the AMA National Motocross

A Vintage-Only motocross on a Specially Prepared Course

AHRMA-Legal Bikes Only
- Machines 1974 & Older
- Maximum Wheel Travel: 7" Front, 4" Rear

Requirements
- AMA membership
- AHRMA membership
- Black numbers on white number plates

AMA SANCTIONED

Mail Pre-entry DEADLINE: Monday, May 27
Use standard AHRMA form or call (714) 842-9699 to get forms

Mail Pre-entries to:
AHRMA Entires, P.O. BOX 882, Wausau, WI 54402-0882
FAX Entries: Charged to Visa/Matercard (715) 842-9545
Pre-entry fees: 1st class $30 • 2nd class $15
Post-entry: Restricted to one class only: $60
Gate fee:$10

Gates Open 7:00 a.m.
Practice 8:00 a.m.
Race 9:30 a.m.

AHRMA Info:
National H.Q.: (715) 842-9699 In CA : Days (310) 490-0012 Eves (714) 897-8265

SPEEDWAY RACING
Every Friday Night
Orange County Fairgrounds
Costa Mesa, California
Info: (714) 492-9933

May 24th D.N.A./KLOS Fox Night (All Skirts Free!!) Speedway, Sidecars and Midgets
May 31st Jr. Speedway
June 7th Legal Rights Defenders Fan Appreciation Night - (RAZZO Returns!!!)

GFI RACING
GFI (909) 653-4042

GFI Saturday Practice June 1 - 8 A.M.-1P.M.
GFI Wednesday Practice begins again! June 5th - 3:00 P.M.-8:00 P.M.
GFI/GT AT NIGHT SERIES: June 8
Yamaha and Kawasaki Contingency Series
GFI/TEAM GREEN YOUTH WORLD CHAMPIONSHIPS
Saturday MX July 6 - Sunday SX July 7 • Kawasaki Contingency

CRC California Race Schedule

100% PRO PAYBACK

Sun., May 26	CRC MX - Dunestown	L.A.C.R.
Mon., May 27	CRC GP - "Dunestown G.P."	L.A.C.R.
Sat., June 1	CRC MX- Night Race	L.A.C.R.
Sat., June 8	CRC MX- Night Race	L.A.C.R.
Sat., June 15	CRC MX- Night Race	L.A.C.R.

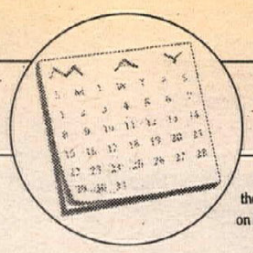
Wed. Practice 4p.m. - 9p.m. • Sat. Practice 9 a.m.-2 p.m. L.A.C.R.
CRC Info (805) 272-8889

GLEN HELEN

MOTOCROSS PRACTICE EVERY THURSDAY 8:00AM Till DUSK
MOTOCROSS PRACTICE MOST SATURDAYS 8:00AM Till 2:00 PM
CALL 24 HOURS FOR RACE & PRACTICE INFO:
(909) 880-3090

Sun., May 26th	Yamaha Dealer Series MX Rd. #2
Sun., June 2nd	AHRMA National Vintage MX
Sun., June 9th	Yamaha Dealer Series MX Rd. #3

June 16th The 3rd Annual Chaparral Six Hours of Glen Helen Team Gran Prix



CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone;** we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

6/22 Raymond, WA
6/23 Raymond, WA
6/29 Port Angeles, WA
6/30 Port Angeles, WA
Info 714/367-1141

CMC Trans-Cal MX Nationals

South
9/22 Gorman, CA
10/6 Victorville, CA
10/20 Ramona, CA

North
9/14 Anderson, CA
9/29 Carson City, NV
10/13 Marysville, CA
10/27 Chico, CA

Pac-Northwest
8/25 Albany, OR
9/15 Eugene, OR
9/29 Albany, OR

Final Showdown
11/9-10 Gorman, CA
Info 714/367-1141

ECEA Hare Scrambles

6/30 Speedsville, NY
7/30 RORR, Easter PA
9/29 GMER, MD
10/6 HMDR, PA
10/13 South Jersey, NJ
10/20 South Jersey, NJ
12/1 Meteor M.C., NJ

ECEA Enduro

5/26 New Philadelphia, PA
6/2 Whiteford, MD
6/23 W. Greenwich, RI
7/7 Hobie, PA
7/21 Blain, PA
8/4 Middlebury Center, PA
8/18 Speedsville, NY
8/25 Mauricetown, NJ
9/8 Shippensburg, PA
9/15 Brandonville, PA
9/22 New Lisbon, NJ
10/27 Delaware City, DE
11/3 New Gretna, NJ
11/10 Warren Grove, NJ

EEA Eastern Championship Enduro Series

7/7 New Straitsville, OH, Rnd 4
8/11 Roselawn, IN, Rnd 5
9/1 Clinton, SC, Rnd 6
9/15 London, KY, Rnd 7
10/13 Princeton, KY, Rnd 8
10/27 Delaware City, DE, Rnd 9
11/3 Maplesville, AL, Rnd 10
Info 706/376-5232

Motowest/The Parts Unlimited 4th Annual Memorial Day MX Championship

5/25-27 Hollister, CA
Info 408/238-8208 or 415/587-8678

Daniels Ridge Supercross

5/25 Taylorsville, NC
6/8 Taylorsville, NC
6/22 Taylorsville, NC
7/6 Taylorsville, NC
7/27 Taylorsville, NC
8/3 Taylorsville, NC
8/17 Taylorsville, NC
8/31 Taylorsville, NC
9/14 Taylorsville, NC
9/28 Taylorsville, NC

Northwest Motorcycle Association Enduro Series

7/6 Capiol Forest, WA
9/22 Capiol Forest, WA
9/28 Walker Valley, WA
10/27 Bellingham, WA
11/17 Tahuya, WA

Northwest Motorcycle Association Off-Road Series

6/15 Bellingham, WA
6/16 Bellingham, WA
8/4 Hannigan, WA
9/7 TBA
10/6 Rimrock, OR
10/13 Shelton, WA
10/20 Thurston Co. ORV, WA
11/3 Sir, WA

Manitoba Roadracing Association Endurance

6/1 Manitoba, Canada
7/13 Manitoba, Canada
10/5 Manitoba, Canada
Info 204/775-9473

Manitoba Roadracing Association Sprint Races

6/2 Manitoba, Canada
7/14 Manitoba, Canada
9/7 Manitoba, Canada
9/8 Manitoba, Canada
10/6 Manitoba, Canada
Info 204/775-9473

AMA/District 10 Hare Scramble Championship Series

7/14 Bedford, KY
8/11 Owenton, KY
9/15 Bedford, KY

Lone Star MX Spring Series

5/26 Tyler, TX
6/2 Highlands, TX
6/9 Covington, TX
6/23 Fort Worth, TX
6/30 Tyler, TX
Info 903/882-4215

California Dirt Track Championship Series

5/24 Madera, CA
5/31 Madera, CA
6/7 Madera, CA
6/14 Madera, CA
6/21 Madera, CA
6/28 Madera, CA
7/12 Madera, CA
7/19 Madera, CA
7/26 Madera, CA
8/2 Madera, CA
8/9 Madera, CA
8/16 Madera, CA
Info 209/661-0706

REM Commotion by the Ocean 9

6/8-9 Carlsbad, CA
Info 619/484-1441

Mid South C'ship Summer Hare Scrambles Series

6/9 Hohenwald, TN
7/14 Saddleback East, KY
9/8 Summertown, TN
9/22 Box Hollow, TN
Info 615/859-0873

Northeast Professional Flat Track Championship

6/7 Lebanon Valley, NY
6/14 Rochester, NH
7/27 Trois Rivieres, Canada
8/23 Middletown, NY
8/24 Stafford, CT
8/30 Quebec City, Canada
9/7 Weedsport, NY

Rocky Top USA Motocross Racing Series

5/26-27 Norman, OK
6/9 Norman, OK
6/29-30 Norman, OK
7/20-21 Norman, OK
8/18 Norman, OK
9/1-2 Norman, OK
9/14 Norman, OK
9/28-29 Norman, OK
10/12 Norman, OK
10/26-27 Norman, OK
11/9 Norman, OK
Info 405/677-3333

Western New York Sports Committee

5/26 Auburn, NY
6/2 Silver Springs, NY
6/9 Palmyra, NY
*6/16 Auburn, NY
6/23 Batavia, NY
6/30 Batavia, NY
*7/7 Silver Springs, NY
*7/14 Palmyra, NY
7/21 Silver Springs, NY
7/28 Hunt, NY
*8/4 Batavia, NY
*8/11 Hunt, NY
8/18 Auburn, NY
9/1 Hunt, NY
9/8 Auburn, NY
9/15 Batavia, NY
9/22 Palmyra, NY
9/29 Silver Springs, NY
10/6 Silver Springs, NY
10/13 Palmyra, NY
10/20 Hunt, NY
10/27 Hunt, NY
*Western New York Challenge Series
Info 315/597-1241

MAY

S	M	T	W	T	F	S
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JUNE

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23	24	25	26	27	28	29
30						

***Denotes Pro Payback**

Wed, May 15

CALIFORNIA DRAG RACE - NHRA, Sacramento Raceway, Sacramento. Info: 916/363-2653.

May 17-19

CALIFORNIA DIRT TRACK, MOTOCROSS & SHOW - AMA/AHRMA/Vintage Cycle Promotions, 28th Annual Vintage Cycle Rally Motorcycle Parts Exchange, Antique Motorcycle Show, with Regional TT Racing, National Dirt Track Racing, Kings Fairgrounds, Hanford. Info: 805/733-1137.

Fri, May 17

CALIFORNIA MOTOCROSS - CMA/GFI Spring Trophy MX Series, Rnd. 6, Little Okie, Madera. Info: 209/673-8080.

CALIFORNIA SHORT TRACK - Budweiser and RS Racing, Madera Fairgrounds, Madera. Info: 209/661-0706.

* CALIFORNIA SUPERCROSS - Checkered Flag Promotions, Friday Nite at the Races, Shasta District Fairgrounds, Chico. Info: 916/347-6686.

* MICHIGAN MOTOCROSS - Nicholsons $100,000 Challenge Series. MRA, Milan Cycle City. Milan. Info: 313/289-2100 or 313/439-7735

MONTANA SHORT TRACK - AMA/Motorsports of America, Western Montana Fairgrounds, Missoula. Info: 800/544-8714.

* OHIO MOTOCROSS - Non-sanctioned. Broken Spokes, New Philadelphia. Info: 330/339-9265

OHIO MOTORCYCLE RACING - Pro-Am AMA sanctioned. Lawrenceburg Motorcycle Speedway, Cincinnati. Info: 513/662-7759.

TEXAS MOTOCROSS - Regional qualifier, NMA Ponca City Grand Nationals. Mosier. Info: 214/667-6107

* WISCONSIN MOTOCROSS - AMA/Dist. 16, Stadium Motocross Series, Lake Geneva Raceway, Lake Geneva. Info: 815/728-0823 aft. 5:30 pm.

May 18-19

ARIZONA MOTOCROSS - Regional qualifier, NMA Ponca City Grand Nationals. Eloy. Info: 602/849-1572

CALIFORNIA DUAL SPORT - AMA/D-37 Dual Sport/Calif. Trail Rides, Frazier Mountain 100 & Moonlite Madness, Quail Canyon/Hungry Valley SVRA, Gorman. Info: 714/992-9291.

* CALIFORNIA ROAD RACE - WSMC Road Racing Series, Willow Springs International Raceway, Rosamond. Info: 805/256-1234.

* CALIFORNIA MOTOCROSS - Racing Enterprises Saturday Motocross. Carlsbad Raceway. Info: 619/484-1441

GEORGIA MOTOCROSS - Echeconnee Motocross, Southeast Area Qualifier, Echeconnee Motocross, Macon. Info: 912/788-8227.

ILLINOIS TRIALS - Rock River Rider M.C., Rock River Riders Clubgrounds, Polo. Info: 815/232-2731.

* KENTUCKY MOTOCROSS - AMA/Blue Grass Motocross Park, Thorobred Series, Clay City. Info: 606/744-5916

NEVADA HARE & HOUND - MRAN/SNDR, Pioch. Info: 702/431-1080.

MONTANA FLAT TRACK SERIES - Missoula. Info: 800/544-8714 (U.S.), or 817/683-6410 (Canada)

OREGON ROAD RACE - Oregon Motorcycle Roadracing Ass'n, Portland. Info: 503/221-1487.

OREGON OFF ROAD - OMRA/Mount Scott, TeePee Run, non-points event, Mount Hood. Info: 503/678-2779.

PENNSYLVANIA DUAL SPORT - AMA/Durty Dabbers, Dual Sport Trail Ride Series, Mill Hall. Info: 717/726-6674.

TENNESSEE OBSERVED TRIALS - Southeastern Trials Riders Ass'n, Dickson. Info: 615/273-2255

TENNESSEE MOTOCROSS - AMA/Victory Sports Racing, Mega Series/Suzuki Eastern Continental Championship, Muddy Creek Raceway, Blountville. Info: 423/323-5497.

TEXAS DRAG RACE - AMRA, 1/4 mile, Cordova Dragway Park, Cordova. Info: 708/250-0838.

TEXAS RELIABILITY ENDURO - AMA/Trail Riders of Houston, National Championship Series, New Waverly. Info: 713/444-1542.

UTAH MOTOCROSS - Wild West Nationals, Wild West, Salt Lake City. Info: 801/972-5074.

Sat, May 18

CALIFORNIA MOTOCROSS - CMA/Bounty Hunter MX Series, Rnd. 2, Las Bonas. Info: 209/673-8080.

CALIFORNIA MOTOCROSS - CMC/Spring Series Rnd. 3, Marysville Youth Park. Info: 916/695-2727.

* CALIFORNIA SPEEDWAY - International Speedway, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.

CALIFORNIA STARWEST NIGHT RACING - Info: 909/943-4535 or 909/657-8845.

* CALIFORNIA MOTOCROSS - Racing Enterprises Saturday Motocross. Carlsbad Raceway. Info: 619/484-1441

* CALIFORNIA MOTOCROSS - SSC/MX: Castaic Brick Spring Nails. Round 2. Hungry Valley MX, 805/294-0020

* CALIFORNIA SUPERCROSS - SoCal Supercross Series. Lancaster, Antelope Valley Fair Grounds. Info: 805/942-7880

COLORADO SUPERCROSS - SRAC/Extreme, Grand Junction. Info: 800/242-6581.

* CALIFORNIA MOTOCROSS - Over The Hill Gang. Final Round, OTHG mini-series. Rainbow II. San Jacinto. 310/864-6875.

COLORADO AMA SUPERCROSS FINALS - AMA/PACE SRO. Mile High Stadium. Info: 303/830-TIXS.

GEORGIA MOTORCYCLE DRAG RACING - '96 E.T. Pro Bike Series. Dallas, Southeastern Dragway. Info: 770/445-2183.

* ILLINOIS STADIUM MOTOCROSS - AMA/Suzuki Dual State Challenge, McHenry Co. Fairgrounds, Woodstock. Info: 815/728-0823 after 5:30 pm.

*KENTUCKYMOTOCROSS - Daniel Boone Motocross Park, London. Info: 606/877-1364.

KENTUCKY MOTOCROSS - Apex Valley Raceway, White Plains. Info: 502/886-8564.

* LOUISIANA SHORT TRACK & TT - Outlaw Racing, Swampland Raceway, Washington. Info: 318/363-3734.

MONTANA HALF MILE - AMA/Motorsports of America, Western Montana Fairgrounds, Missoula. Info: 800/544-8714.

MONTANA FLAT TRACK SERIES - Missoula. Info: 800/544-8714 (U.S.), or 817/683-6410 (Canada)

NEVADA HARE & HOUND - MRAN, near Panaca. Info: 702/459-6284.

* NEW YORK SHORT TRACK - Square Deal Riders, SDR Raceway, Harpursville. Info: 607/693-3215 or 693-2634.

NORTH CAROLINA MOTOCROSS - East Bend Speedway, East Bend. Info: 910/699-3629.

NORTH CAROLINA MOTOCROSS - 226 MX/Series Round 3, Max Cycle Service, Nebo, Info: 704/652-3758.

* NORTH CAROLINA MOTOCROSS - Hang Time Moto-X Park, Carthage. Info: 910/947-5340 after 6:00 pm.

* OHIO MOTOCROSS - MRA, Delta Raceway. Delta. Info: 313/289-2100 or 419/822-3006

* OHIO SHORT TRACK - Honda Hills, Linnville (Thornville). Info: 614/323-3766

* OREGON SHORT TRACK - AMA Dist. 27. Madras Speedway. Info: 408/758-4905 or 503/266-5504.

OREGON ROAD RACE - Oregon Motorcycle Roadracing Ass'n. Practice & School. Portland Int'l Raceway. Info: 503/221-1487.

* PENNSYLVANIA SUPERCROSS - AMA/Trail-Way Speedway, Hanover. Info: 717/359-4310.

SOUTH CAROLINA FLAT TRACK - On Track Promotions, Motorcycle Asphalt Racing Series, Myrtle Beach Speedway, Myrtle Beach. Info: 803/626-9455.

* VIRGINIA SUPERCROSS - AMA/Sat. Night, Danville, Info: 804/836-3633.

WASHINGTON POKER RUN - Northwest Motorcycle Assn. Bells Angels M/C & Cascade M/C. Reiter Pit, Goldbar. Info: 206/774-1454.

*WEST VIRGINIA MOTOCROSS - Holeshot Productions, Reedsville Volunteer Fire Dept, Reedsville. Info: 304/265-1256.

Sun, May 19

ALABAMA MOTOCROSS - Cheaha Trail Riders, Pleasant Valley Motocross, Odenville. Info: 205/856-9701.

CALIFORNIA OBSERVED TRIALS - AHRMA/AMA/Starman Motosport, vintage/beginner, Ridgerunners, Santa Cruz. Info: 916/967-0262.

CALIFORNIA MOTOCROSS - Yamaha Dealer Series - Round 1, Glen Helen Raceway, San Bernardino. Info: 909/880-3090.

CALIFORNIA STARWEST NIGHT RACING - Info: 909/943-4535 or 909/657-8845.

CALIFORNIA MOTOCROSS - CRC, Dunestown, Perris Raceway, Perris. Info: 805/272-8889.

CALIFORNIA MOTOCROSS - Regional qualifier, NMA Ponca City Grand Nationals. Moreno Valley. Info: 310/868-8112

CALIFORNIA MOTOCROSS - Regional qualifier, NMA Ponca City Grand Nationals. Turlock. Info: 310/868-8112

COLORADO KART RACE - IMI, Denver. Info: 303/286-1813.

COLORADO ROAD RACE - MRA, Pueblo Motorsport Park, Pueblo. Info: 303/530-5678.

* FLORIDA MOTOCROSS - Inside Line Racing, Yamaha Sunshine State MX Championship, Pepsi/Air Dania MX Park, Dania. Info: 407/333-2356.

ILLINOIS POKER RUN & BIKES RAFFLE - Westgate ABATE of Illinois. Oak Lawn. Info: 708/479-6266.

INDIANA HARE SCRAMBLES - AMA/Dist. 15/Stoney Lonesome M.C., Columbus. Info: 812/342-4411.

IOWA ENDURO - Iowa Enduro Riders Association, Fremont. Info: 515/795-3440.

* KANSAS MOTOCROSS - K.O.R.R., Silver City, Sterling. Info: 316/942-6527.

KENTUCKY HARE SCRAMBLE - Eagle Creek M/C Park, Owenton. Info: 606/472-3442.

MARYLAND MOTOCROSS - AMA/Dist. 7/Antietam M.C. Inc., Hagerstown. Info: 301/797-8686 or 301/797-1607.

MARYLAND YOUTH MOTOCROSS - Middle Atlantic Motocross Association, Budds Creek. Info: 410/273-9035.

MASSACHUSETTS MOTOCROSS - New England Sports Committee, Southwick. Info: 413/772-0685.

* MEXICO MOTOCROSS - Too Much Fun Promotions, LaPlaya Motocross Grand Prix Series - Rnd 2, Cantamar Sand Dunes, Rosarito Beach. Info: 011-52-661-22525.

MISSOURI ENDURO - Black Jack Enduro Circuit, Lead Belt Enduro, Flatriver. Info: 417/345-6211.

MISSOURI ENDURO - Black Jack Enduro Circuit, Missouri Mudders. Park Hills, St. Joe State Park. Info: 314/639-6373

MISSOURI MOTOCROSS - Regional qualifier, NMA Ponca City Grand Nationals. Springfield. Info: 918/254-1661

NEBRASKA MOTOCROSS - Regional qualifier, NMA Ponca City Grand Nationals. Ashland. Info: 402/572-7196

* NEVADA MOTOCROSS - CMC/On Trac Events, Silverstate Raceway, Carson City. Info: 702/267-4392.

NEVADA MOTOCROSS - Regional qualifier, NMA Ponca City Grand Nationals. Carson City. Info: 702/267-4392

NEW MEXICO MOTOCROSS - Regional qualifier, NMA Ponca City Grand Nationals. Albuqurque. Info: 505/822-9170

*NEW YORK MOTOCROSS - AMA/MSC/Dist. 34/Spring Series/Suzuki Contingency, Claverack Motocross, Claverack. Info: 518/828-6149.

NEW YORK MOTOCROSS - New England Motocross Assoc., vintage included, Diamonback, Modena. Info: 860/928-2138.

* NEW YORK MOTOCROSS - AMA/Broome-Tioga Sports Center, Binghamton. Info: 717/222-9290 or 607/648-4997.

* NEW YORK SHORT TRACK - Square Deal Riders, SDR Raceway, Harpursville. Info: 607/693-3215 or 693-2634.

NEW YORK MOTOCROSS - Regional Qualifier, NMA Ponca City Grand Nationals. Binghamton. Info: 607/737-1904

NEW YORK RIDE - NYC Chap. HOG/American Cancer Society, Queens Division, Bikers Against Breast Cancer III, H-D of NYC, New York. Info: 718/263-2224.

* NORTH CAROLINA HARE SCRAMBLER- AMA/North Carolina Hare Scramble Assoc. Series, Sanford. Info: 919/776-1767.

* NORTH DAKOTA MOTOCROSS - Regional qualifier, NMA Ponca City Grand Nationals. Donnybrook. Info: 701/838-1268.

* NORTH DAKOTA MOTOCROSS - North Dakota Motorcycle Association. NMA Qualifier, Donnybrook. Info: 701/343-2094

* OHIO MOTOCROSS - CRA, Malvern Motocross Park, Malvern. Info: 216/262-4945.

* OHIO MOTOCROSS - MRA, Sandusky Valley Riders, Tiffin. Info: 419/447-3054 or 419/927-MOTO

OHIO MOTOCROSS - Regional qualifier, NMA Ponca City Grand Nationals. Malvern. Info: 216/262-4945 .

* OREGON ROAD RACE - Oregon Motorcycle Roadracing Ass'n. Portland Int'l Raceway. Info: 503/221-1487.

* PENNSYLVANIA MOTOCROSS - AMA/Trail-Way Speedway, MAMA, Hanover. Info: 717/359-4310.

* PENNSYLVANIA MOTOCROSS - AMA/Dist. 6/Flying Dutchmen Motorcycle Club Inc, Pine Grove. Info: 717/345-6340 or 717/345-8734.

PENNSYLVANIA MOTOCROSS - Regional qualifier, NMA Ponca City Grand Nationals. Hanover. Info: 410/273-0541

*PENNSYLVANIA MOTOCROSS - Doublin Gap Motocross, Newburg. Info: 717/249-6036.

PENNSYLVANIA ROADRACE - Reduc Sportbike Association, Pocono Raceway, Long Pond. Info: 215/413-DUCK.

RHODE ISLAND HARE SCRAMBLES - NETRA, The New Hoot, Chepachet. Info: 203/875-5757.

RHODE ISLAND TURKEY RUN - NETRA, Gnarley Dude, W. Greenrich. Info: 203/875-5757.

TENNESSEE HARE SCRAMBLES - Mid South Hare Scrambles Series, Summertown. Info: 615/859-0873.

TENNESSEE MOTOCROSS - AMA/Christiana Raceway, Christiana. Info: 615/896-3245.

TENNESSEE MOTOCROSS - Regional qualifier, NMA Ponca City Grand Nationals. Somerville. Info: 601/365-8307

TEXAS MOTOCROSS - GNC, GNC Texas Series, Mosier Valley MX, Euless. Info: 817/694-2901.

* VIRGINIA MOTOCROSS - AMA/District 13, U.S. Eastern Pro-AM Motocross Spring Series, Danville. Info: 804/836-3633

WASHINGTON MOTOCROSS - Regional qualifier, NMA Ponca City Grand Nationals. Connell. Info: 208/667-7905

WASHINGTON ENDURO - Northwest Motorcycle Ass'n. Enduro Series/Cascade M/C/Black Bear Enduro. Reiter Pit, Goldbar. Info: 206/774-3082.

Mon, May 20

*FLORIDA SUPERCROSS - West Florida Motocross Park, Milton. Info: 904/623-6038.

Tue, May 21

CANADIAN/B.C. MOTOCROSS - Night Racing. Mission Raceway Park. Info: 604/533-0233.

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CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

Wed, May 22

CALIFORNIA DRAG RACE - NHRA, Sacramento Raceway, Sacramento. Info: 916/363-2653.

May 24-27

CALIFORNIA MOTOCROSS - Parts Unlimited MotoWest Racing, Memorial Day MX Chamipionship, Hollister. Info: 408/238-8208.

May 24-26

PENNSYLVANIA MOTOCROSS - AMA/250/125cc , Pro MX National Championship, Mount Morris. Info: 304/284-0084.

Fri, May 24

CALIFORNIA MOTOCROSS - CMA/GFI Spring Trophy MX Series, Rnd. 7, Little Okie, Madera. Info: 209/673-8080.

CALIFORNIA SHORT TRACK - Budweiser and RS Racing, Madera Fairgrounds, Madera. Info: 209/661-0706.

* CALIFORNIA SPEEDWAY - International Speedway, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.

* CALIFORNIA SUPERCROSS - B & L Racing Promotions. Sacramento, Raceway Park. Info: (916) 483-6548.

MICHIGAN FLAT TRACK - Auto City Speedway Asphalt Racing Series, 600 Pro, Pro-Am, 250-500cc combined amateur class, Auto City Speedway, Flint. Info: 810/659-0325.

* MICHIGAN MOTOCROSS - Motocross. MRA, Milan Cycle City. Milan. Info: 313/289-2100 or 313/439-7735

OHIO MOTORCYCLE RACING - Pro-Am AMA sanctioned. Lawrenceburg Motorcycle Speedway, Cincinnati. Info: 513/662-7759.

* WISCONSIN MOTOCROSS - AMA/Dist. 16, Stadium Motocross Series, Lake Geneva Raceway, Lake Geneva. Info: 815/728-0823 aft. 5:30 pm.

May 25-26

* CALIFORNIA SHORT TRACK & TT - AMA/Dist. 36/Lodi M/C, Lodi. Info: 209/544-1027.

MARYLAND DIRT DRAGS - 80 percent in all classes, Rawlings Dirt Drags Inc., Route 220 South of Cumberland, Rawlings. Info: 301/729-6131.

MICHIGAN ROAD RACE - AMA/Great Lakes Road Racing Assoc., Gingerman Raceway, South Haven. Info: 616/774-9902.

NEVADA MOTOCROSS - Over The Hill Gang, Reno Chapter National. Fernley. 310/864-6875.

OHIO RELIABILITY ENDURO - AMA/Enduro Riders Ass'n, National Championship Series, McArthur. Info: 614/766-8359.

* OKLAHOMA MOTOCROSS - AMA Rules, Rocky Top USA, Oklahoma City. Info : 405/677-3333 or 800/224-7890.

PENNSYLVANIA MOTOCROSS - AMA/Outdoor Championship Series, US Women's Motocross League, Mount Morris. Info: 714/837-3374.

*UTAH SPRING SERIES - Rebel Racing, Utah Motocross, Cedar City. Info: 702/631-6848.

VERMONT MOTOCROSS - New England Motocross Assoc., Rider Hill, Derby. Info: 860/928-2138.

WASHINGTON POKER RUN - Northwest Motorcycle Ass'n/Puget Sound Enduro Riders. Shelton Fairgrounds. Info: 360/491—1728.

May 25-27

CALIFORNIA MOTOCROSS - Fourth Annual Parts Unlimited Memorial Day Championships, NMA Ponca City National Qualifiers, Hollister Hills. Info: 408/238-8208 or 415/587-8678.

May 25

ALABAMA MOTOCROSS - Spring Series Race, Warrior. Info: 205/663-0963.

ARIZONA MOTOCROSS - Regional qualifier, NMA Ponca City Grand Nationals. Phoenix. Info: 602/849-1572

CALIFORNIA VINTAGE MOTOCROSS - Hemet. Info: 619/471-8945.

* CALIFORNIA MOTOCROSS - Racing in the Redwoods Spring Series. Phillipsville. Info: 707/943-3029.

CALIFORNIA MOTOCROSS - CMA/Bounty Hunter MX Series, Rnd. 3, Las Bonas. Info: 209/673-8080.

CALIFORNIA STARWEST NIGHT RACING - Info: 909/943-4535 or 909/657-8845.

* CALIFORNIA MOTOCROSS - Racing Enterprises Saturday Motocross. Carlsbad Raceway. Info: 619/484-1441

* CALIFORNIA SUPERCROSS - SoCal Supercross Series. Lancaster, Antelope Valley Fair Grounds. Info: 805/942-7880

* CALIFORNIA DIRT FLAT TRACK - San Diego Flat Track Ass'n. Baron Speedway, San Diego. Info: 619/277-2743.

GEORGIA DRAG RACING - '96 E.T. Pro Bike Series. Dallas, Southeastern Dragway. Info: 770/445-2183.

IDAHO MOTOCROSS - Fossil Bowl, Clarkia. Info: 208/245-3608 or 245-4940.

* INDIANA DIRT TRACK - AMA, Semi-Pro, Pro-AM- Fast Track Racing Inc., Summer Thunder Series, Indiana State Fairgrounds, Indianapolis. Info: 219/486-7172.

* KANSAS MOTOCROSS - NMA Qualifier, Great Bend. Info: 913/8272; Track 316/792-7513

* MISSOURI MOTOCROSS RACES - Sprout Patch Competition, Billings. Info: 417/744-2593.

MONTANA POKER RUN - Pipestone Poker Run. Big Rock Motorsports, Helena. 406/442-2698

NEW YORK MOTOCROSS - AMA/MSC/Dist. 34/Loretta Lynn's Area Qualifier, Walden Playboys M.C., Walkill. Info: 914/561-2126.

* NEW YORK SUPERCROSS - Frozen Ocean Motocross Park Inc., Auburn. Info: 315/784-5466.

NORTH CAROLINA MOTOCROSS - East Bend Speedway, East Bend. Info: 910/699-3629.

* NORTH CAROLINA SUPERCROSS - Daniel's Ridge Supercross, Daniel's Ridge Road, Taylorsville. Info: 704/758-4342

* OHIO MOTOCROSS - AMA/District 1/Dirt County, Blanchester. Info: 513/791-8970 or 513/625-7350.

* OHIO SHORT TRACK - Scotty Brown International Racing, Quad Championship, Bear Creek Speedway, Canton. Info: 330/837-5694.

* OHIO MOTOCROSS - MRA, Delta Raceway. Delta. Info: 313/289-2100 or 419/822-3006

* OHIO SHORT TRACK - AMA/Dist. 11/Honda Hills. Linnville (Thornville). Info: 614/323-3766

* PENNSYLVANIA SHORT TRACK - AMA/Trail-Way Speedway, Hanover. Info: 717/359-4310.

* SOUTH CAROLINA MOTOCROSS - Motocross, Hardeeville, South Carolina, night. Info: Ron Twilley, 912/427-9674 or Leland Prewitt, 912/236-7042.

May 26-27

MICHIGAN MOTOCROSS - AMA & Dist. 14 Races/Baja Acres Motocross Club, Baja Acres, Millington. Info: 517/871-3356.

TEXAS VINTAGE MX, AHRMA Vintage National, Omen Promotions, Swan Cycle Park Inc., Tyler. Info: 903/882-4215.

Sun, May 26

CALIFORNIA HARE SCRAMBLES - AMA/Dist. 37, El Mirage. Info: 805/949-9316.

CALIFORNIA ENDURANCE RACE - Sears Point Raceway, Hayward. Info: 510/537-8208.

CALIFORNIA GRAND PRIX - SRA/GP, Perris Raceway, Perris. Info: 714/957-2985.

* CALIFORNIA MOTOCROSS - Racing in the Redwoods - Spring Series. Phillipsville. Info: 707/943-3029.

CALIFORNIA MOTOCROSS - Yamaha Dealer Series - Rnd 2, Glen Helen Raceway, San Bernardino. Info: 909/880-3090.

CALIFORNIA MOTOCROSS - CRC, Dunestown, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA MOTOCROSS, Vintage Motocross, Rainbow Cycle Park, San Jacinto. Info: 619/743-4636.

CALIFORNIA TRIALS - AMA/Moon Rocks Trial, Sacramento. Info: 916-753-2519.

CALIFORNIA MOTOCROSS - Regional Qualifier, NMA Ponca City Grand Nationals. Hollister. Info: 408/238-8208

IDAHO MOTOCROSS - Fossil Bowl, Clarkia. Info: 208/245-3608 or 245-4940.

*GEORGIA MOTOCROSS - Camden Racing Complex Inc., Woodbine. Info: 912/729-5483.

GEORGIA MOTOCROSS - Georgia Championship Series, Dixie Motocross Sports, Hillbilly Hills Motocross, Roberta. Info: 912/788-0413.

KANSAS MOTOCROSS - Regional Qualifier, NMA Ponca City Grand Nationals. Great Bend. Info: 913/842-8272

KENTUCKY MOTORCYCLE SUPERCROSS - Double points. Hillbilly Raceway, Hatfield. Info: 606/353-4740

MAINE MOTOCROSS - New England Sports Committee, Greene. Info: 413/772-0685.

MARYLAND YOUTH MOTOCROSS - Middle Atlantic Motocross Ass'n, Budds Creek. Info: 410/273-9035.

MARYLAND MOTOCROSS - Regional qualifier, NMA Ponca City Grand Nationals. Budds Creek. Info: 410/273-0541

MISSOURI MOTOCROSS - Regional qualifier, NMA Ponca City Grand Nationals. Kahoka. Info: 309/792-5813

NEBRASKA SPRING SERIES - Dire World Promotions, AMC/Montrose Moto X Park, Raeford. Info: 919/554-4467.

* NEW YORK MOTOCROSS - WNYSC/Frozen Ocean Motocross Park Inc., Auburn. Info: 315/784-5466.

NEW YORK MOTOCROSS - AMA/MSC/Dist. 34/Loretta Lynn Area Qualifier/Suzuki Contingency, Walden Playboys M.C., Walkill. Info: 914/561-2126.

NORTH CAROLINA MOTOCROSS - Victory Sports Racing, Carolina Ultra Series - Rnd 5, Polk County, Hendersonville. Info: 423/323-5497.

NORTH CAROLINA MOTOCROSS - Regional qualifier, NMA Ponca City Grand Nationals. Hendersonville. Info: 704/483-0772

* NORTH CAROLINA MOTOCROSS - AMA/District 13, US Eastern Pro Am Motocross Spring Series, Elizabeth City, Info: 804/548-1052.

OHIO HARE SCRAMBLE - CRA/Proffer Promotions, Round 1, Buckeye Series, Round 2 - Blackcoal Series, Cable Creek, Toronto. Info: 330/538-2220.

* OHIO MOTOCROSS - MRA, Delta Raceway. Delta. Info: 313/289-2100 or 419/822-3006

OKLAHOMA MOTOCROSS - Regional qualifier, NMA Ponca City Grand Nationals. Welch. Info: 405/733-0341

OREGON ROAD RACE - Roadracing Assoc. of Motorcycles, Coos Bay International Speedway, Coos Bay. Info: 541/269-2474.

PENNSYLVANIA MOTOCROSS - Sleepy Hollow Motocross, Fredricksburg. Info: 717/273-1180 or 717/273-9212.

*WYOMING MOTOCROSS- HPMA/Laramie Dirt Riders. Info: 307/721-3044.

WYOMING MOTOCROSS - Regional qualifier, NMA Ponca City Grand Nationals. Laramie. Info: 307/682-0506

WASHINGTON MOTOCROSS - Spokane, Spokane County ORV Track. Info: Steve Peters, 409/927-8087

WASHINGTON MOTOCROSS - Regional qualifier, NMA Ponca City Grand Nationals. Spokane. Info: 208/667-7905

*WISCONSIN 1/2 MILE DIRT TRACK, Badger Racing Association, Shawano Co. Fair Grounds, Shawano. Info: 414/699-3387.

Mon, May 27

* ARKANSAS MOTOCROSS - Arkansas Motorsports Inc., Burns Park, North Little Rock. Info: 501/562-9448.

ARKANSAS MOTOCROSS - Regional qualifier, NMA Ponca City Grand Nationals. Little Rock. Info: 918/254-1661

CALIFORNIA GRAND PRIX - CRC, Dunestown, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA MOTOCROSS - GFI At Night, FMF Memorial Day Extravaganza Motocross, Perris Raceway. Info: 909/653-4042.

* FLORIDA ROAD RACE - CCS, Moroso Motorsports Park, West Palm Beach. Info: 407/793-3394.

KANSAS MOTOCROSS - Regional qualifier, NMA Ponca City Grand Nationals. Great Bend. Info: 913/842-8272

MAINE MOTOCROSS - New England Sports Committee, Greene. Info: 413/772-0685.

MINNESOTA MOTOCROSS - Regional qualifier, NMA Ponca City Grand Nationals. Staples. Info: 612/451-8401

* OHIO MOTOCROSS - AMA D-11/ American Motorsports Inc.. Vinton Motocross Park, McArthur. Info: 614/596-2057.

* OHIO MOTOCROSS - Smith Road Raceway, Medina. Info: 216/725-8569.

Tue, May 28

CANADIAN/BC MOTOCROSS - Night Racing. Mission Raceway Park. Info: 604/533-0233.

Wed, May 29

CALIFORNIA DRAG RACE - NHRA, Sacramento Raceway, Sacramento. Info: 916/363-2653.

May 31 - June 2

IDAHO FLAT TRACK SERIES - Cour d'Alene. Info: 800/544-8714 (U.S.), or 817/683-6410 (Canada)

Fri, May 31

CALIFORNIA MOTOCROSS - CMA/GFI Spring Trophy MX Series, Final, Little Okie, Madera. Info: 209/673-8080.

* CALIFORNIA SPEEDWAY - International Speedway, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.

* CALIFORNIA SUPER CROSS - Checkered Flag Promotions Presents, Friday Nite at the Races, Shasta District Fairgrounds, Anderson. Info: 916/347-6686.

CALIFORNIA SHORT TRACK - Budweiser and RS Racing, Madera Fairgrounds, Madera. Info: 209/661-0706.

IDAHO SHORT TRACK - AMA/Motorsports of America, Kootenai Co. Fairgrounds, Cour d'Alene. Info: 800/544-8714.

MISSOURI MOTOCROSS - Regional qualifier, NMA Ponca City Grand Nationals. Kahoka. Info: 309/792-5813

* MICHIGAN MOTOCROSS - Nicholsons $100,000 Challenge Series. MRA, Milan Cycle City. Milan. Info: 313/289-2100 or 313/439-7735

* OHIO MOTOCROSS - AMA Loretta Lynn Area Qualifier. Broken Spokes, New Philadelphia. Info: 330/339-9265.

OHIO MOTORCYCLE RACING - Pro-Am AMA sanctioned. Lawrenceburg Motorcycle Speedway, Cincinnati. Info: 513/662-7759.

* OHIO SHORT TRACK - AMA/Dist. 11/Honda Hills. Linnville (Thornville). Info: 614/323-3766.

* WISCONSIN MOTOCROSS - AMA/Suzuki Dual State Challenge, Dist. 16, Stadium Motocross Series, Lake Geneva Raceway, Lake Geneva. Info: 815/728-0823 aft. 5:30 pm.

WISCONSIN 1/4 MILE DIRT TRACK, Badger Racing Association, Columbia Co. Fair Grounds, Portage. Info: 414/699-3387.

June 1-2

* CALIFORNIA MOTOCROSS - CMC/U.S. Women's MX League, Spring Classic Final, Gorman. Info: 714/837-3374.

CALIFORNIA DUAL SPORT - Cycle Gear Dual Sports Adventure/AMA/Placerville. Info: 415/588-2055.

CALIFORNIA STARWEST NIGHT RACING - Info: 909/943-4535 or 909/657-8845.

IDAHO RELIABILITY ENDURO - AMA/Boise Ridge Riders, National Championship Series, Idaho City. Info: 208/939-0762.

MICHIGAN QUALIFIER-NMA/National Qualifier, North Central Region, Buchanan. Info: 616/554-8071.

MISSOURI DUAL SPORT - AMA/Midwest Trail Riders, Dual Sport Trail Ride Series, Lesterville. Info: 314/576-4013.

* NEVADA MOTOCROSS - Wild West Nationals, Wild West, Elko County, Elko. Info: 801/972-5074.

NEW YORK MOTOCROSS - Yamaha Contingency Race, Island Motocross of NY Inc., Bridgehampton Race Track, Bridgehampton. Info: 516/924-2399.

*OHIO MOTOCROSS - MRA-sanctioned, Delta Raceway, Delta. Info: 313/289-2100 or 419/822-3006.

OHIO MOTOCROSS, AMA/American Motosports, Inc., Vinton Motocross Park at McArthur. Info: 614/596-2057.

* PENNSYLVANIA MOTOCROSS - AMA/Hurricane Hills Sports Center, Clifford. Info: 717/222-9290 or 607/648-4997

WASHINGTON VINTAGE SCRAMBLES & SHORT TRACK - Bike Show - Swap Meet, Tacoma M/C./AMA'Thurston County ORV Park, McCleary. Info: 360/825-5842.

Sat, June 1

ARIZONA MOTOCROSS - Regional qualifier, NMA Ponca City Grand Nationals. Eloy. Info: 310/868-8112

CALIFORNIA OBSERVED TRIALS - AHRMA/AMA/Starman Motosport, vintage/beginner, Glen Helen Raceway, San Bernardino. Info: 916/967-0262.

* CALIFORNIA SHORT TRACK & TT - AMA/Dist. 36/Lodi M/C, Lodi. Info: 209/544-1027.

CALIFORNIA MOTOCROSS - CRC, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.

*CALIFORNIA STADIUMCROSS SUMMER SERIES - AMP Racing/Clawson Motorsports/FMF/Mechanix Wear, Chowchilla Fairgrounds, Chowchilla. Info: 209/541-0860.

CALIFORNIA INTERNATIONAL SPEEDWAY BIKE RACING - Southern Auto Supply, Bakersfield Speedway. Info: 805/393-3373.

*CALIFORNIA SUPER SIX CONTINGENCY - Mountain Motorsports, Starwest Supercross Park. Info: 909/943-4535 or 657-8845.

COLORADO SHORTTRACK & TT- Dirt Karts/QTR Midgets, Denver. Info: 303/286-1813.

*FLORIDA SUPERCROSS - West Florida Motocross Park, Milton. Info: 904/623-6038.

*ILLINOIS GRAND NATIONAL SHORT TRACK, Magic Racing Group, LaSalle Speedway, LaSalle. Info: 815/765-1099.

* LOUISIANA SHORT TRACK & TT - Outlaw Racing, Swampland Raceway, Washington. Info: 318/363-3734.

MICHIGAN MOTOCROSS- Regional qualifier, NMA Ponca City Grand Nationals. Buchanan. Info: 310/868-8112

* NEW YORK SHORT TRACK - Square Deal Riders, M.C., S.D.R. Raceway, Harpursville. Info: 607/693-3215 or 693-2634.

NORTH CAROLINA MOTOCROSS - 226 MX/Series Round 5, Honda-Yamaha Statesville, Nebo. Info: 704/652-3758.

*NORTH CAROLINA SUPERCROSS - N.A.M.E. Night Series, RollingHills Cycle Park, Reidsville. Info: 910/342-4492.

NORTH CAROLINA MOTOCROSS - East Bend Speedway, East Bend. Info: 910/699-3629.

* NORTH CAROLINA MOTOCROSS - Hang Time Moto-X Park, Carthage. Info: 910/947-5340 after 6:00 pm.

* OHIO MOTOCROSS - CRA, Malvern Motocross Park, Malvern. Info: 216/262-4945.

OHIO MOTOCROSS - Regional qualifier, NMA Ponca City Grand Nationals. Malvern. Info: 310/868-8112 .

* TENNESSEE ARENACROSS - KTMXA/ Paris Dirt-Trackers Inc. Camden, Benton County Fairgrounds. Info: 901/642-0511.

Sun, June 2

ARKANSAS MOTOCROSS - Regional qualifier, NMA Ponca City Grand Nationals. Ft. Smith. Info: 310/868-8112

CALIFORNIA MOTORCYCLE SHOW - 2nd Annual Spring All-American Motorcycle Show. Lion's Country Center (next to Irvine Meadows). Irvine. Info: 714/364-9249

CALIFORNIA CAR & MOTORCYCLE SHOW - Exchange Club of Fontana, Veteran's Park, Fontana. Info: 909/355-3427.

CALIFORNIA SWAP MEET - Intershows Motorsport Promotions, Motorcycle swap meet, Orange County Fairgrounds, Costa Mesa. Info: 714/364-2542.

FREE CALENDAR LISTINGS

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form. Listings must be received by the close of business on Wednesday for publication in the following week's issue.

Event date: _____

Type of event: _____ Pro Payback: ❑ Yes ❑ No

Event sanction/promoter/sponsoring club: _____

_____

Location of event: _____

_____

City/Town: _____ State: _____

Phone Number (with area code): ( ) _____

Your name: _____

WANT ADS

HELP WANTED

Parts/Accy. Salesperson
Relocate to N. Nevada where 5 line dealer has position available for motivated experienced individual. Call Tom (702)883-6111 or Fax resume to (702)883-6480. NV. (215/TFN)

Experienced Service Manager
Wanted: Ohio high-volume, multi-line dealer with 25 yrs. experience in the industry. Big bucks, year-round bonuses and benefits to boot. Fax resumes to (614) 871-1661 or phone (614) 871-3711. Ask for Patty OH (316-25)

Service Technicians
Busy Motorcycle, PWC, ATV, Snowmobile 5-line dealership in Denver, Colorado, needs experienced techs. Great pay and benefits. Contact Tim or Bill, (303) 761-2471. CO (318-21)

Service Techs and Writers
Berts Motorcycle and Watercraft Mall is now hiring for motorcycle, watercraft technicians and service writers. We're looking for professional, motivated people. Minimal to full experience positions available. Modern facility and equipment with a great work atmosphere, plus paid vacations, sick days, holidays and co. benefits. Contact service manager at (818) 334-1288. CA. (219-21)

Help Wanted
Wanted: Good experienced mechanic. Franchised dealer needs a good man that can perform all phases of repairs. Pleasant small town next to university, lakes etc. Call (864) 232-6862 and leave number. You will be called back. SC. (219-21)

Suspension Tech
Tech with experience in roadrace, MX, and ATV. Call Stig at PPS. (714)630-4777 and/or fax resume to (714)630-4788. CA. (219-21)

HARLEY DAVIDSON BMW proud of your technical skills, believe in doing it right, you need to join our team. We have a reputation for service excellence, a benefit package, insurance, profit sharing, paid vacation, Factory training program. McCoys, US 41, Green Bay, WI 54303. 1(800) 236-1729. WI. (203-TFN)

SOUTHERN CAL. dealer looking for experienced mechanic and parts counterperson, with motorcycle and watercraft experience. Work Tuesday thru Saturday. Call John (818)287-6167. CA. (219-22)

Wanted ★ Service Tech★
Kawasaki KTM Polaris Skidoo full line dealer. Positive self starter needed. Salary based on experience. Please fax resume to Pro Caliber, Vancouver, Washington. Fax (360) 750-0329 WA. (120-22)

Experienced Full-Line Mechanic
Minimum 5 years. Call Service Dept. Mission Yamaha. (714)582-0351. CA. (220-21)

Parts/Access Salesperson
Relocate to Central Oregon where 6 line dealer has position available for motivated, experienced individual. Call Jack (541)389-0088 or fax resume to (541)389-3981. OR. (320-23)

COUNTERPERSON Specializing in Japanese street and touring accessories. Immediate openings, paid holidays, paid insurance. Pro's only need call. Steve's Cycle, Mesa, AZ (602)964-4754. AZ. (220-21)

Experienced Mechanics
Motorcycle ATV PWC dealer in So. Cal. looking for 2 experienced technicians. Start immediately. (818)980-3715. CA. (219/TFN)

5 Positions - N. California
Major dealer expanding to larger store needs 1 experienced service manager to build a quality customer service department: 1 experienced receiving/inventory control person to control parts, accessories, and units: 1 experienced parts counter salesperson and 2 experienced showroom salespersons to assist Honda, Suzuki, Ducati and Sea-Doo customers select the best products for their needs. Send resume to: Concord Motorsports, 2511 Monument Blvd., Concord, California 94520. (510)687-7742. CA. (220-21)

Experienced Mechanic
Immediate opening for a highly experienced mechanic. Quality is a must, year-round work, good pay, and 100% paid health plan. (310)306-8595. CA. (220-21)

Motorcycle/Watercraft Mechanic
Busy shop. 30 miles east of L.A. seeks sharp, motivated mechanic with experience. Call Rick Peterson Motor Sports. (818)967-3052. Covina, CA. (320-21)

PHOENIX, AZ independent shop seeks tech for hi-performance and other unusual work. Metal fab skills and dyno exp. helpful. Min. 5 yrs. shop exp., references. (602)649-4440. AZ. (321)

Honda Sea-Doo Technician
Honda Sea-Doo Yamaha dealer on California central coast needs qaualified technician for year-round employment. You cannot find a better place to live and work. Please call Brad at San Luis Honda (805) 541-2200 CA. (220-21)

Mechanical Engineer
ATK America has an immediate opening for a mechanical engineer with experience in CAD, stress analysis and off-road motorcycle design. Must be an active off-road motorcycle enthusiast. Please mail or fax resume to Kelly Shaw, ATK America, Inc. P.O.Box 100, Bountiful, Utah 84011; Fax (801) 299-0710 Ut. (220-21)

NEW Cycle News T-Shirts

New Cycle News #1 Number Plate design printed on front chest, high on back, on quality white cotton T-shirt. Available in sizes M, L, XL, and XXL.

New Cycle News "Athletic Dept." design printed on front center chest area on quality ash grey cotton T-shirt. Available in sizes M, L, XL, and XXL.

New Cycle News "Not Enough" design printed big on back with oval/checkers graphic on front chest. Quality black cotton T-shirt, available in sizes M, L, XL, and XXL.

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(Back of T-shirt)

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(Back of T-shirt)

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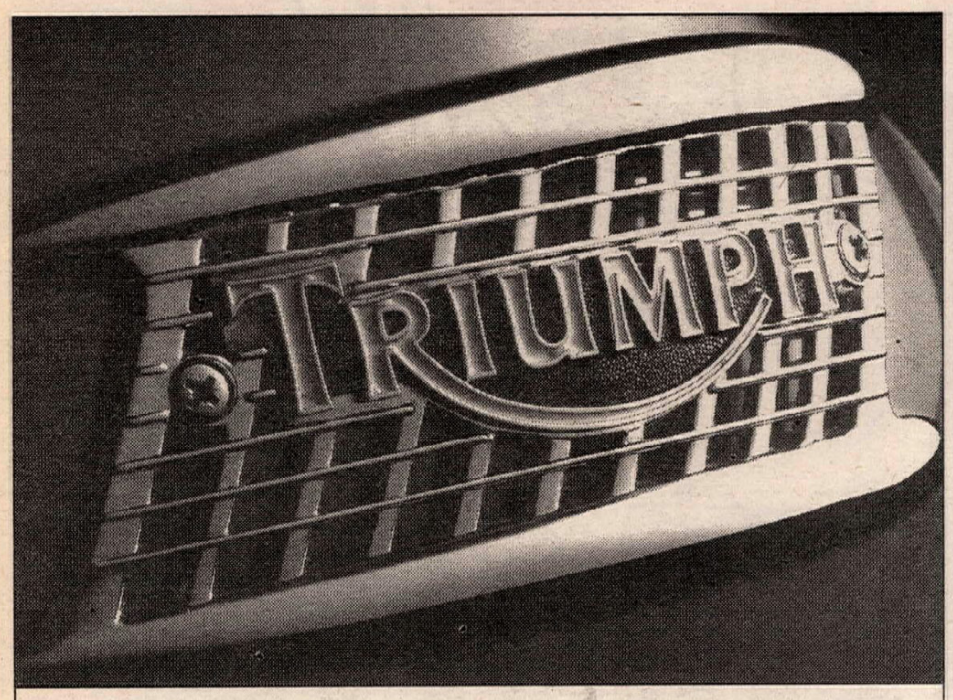

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HARLEY DAVIDSON of N. Texas seeking "qualified" service tech 48 hours a wk. Good pay, ins. benefits. (214)245-1492. Ex. 18. TX. (119-22)

Motorcycle Technicians
Are you tired of the same day to day routine? Do you have three or more years of recent motorcycle dealership experience and the motivation to share your knowledge? Then Motorcycle Mechanics Institute may just have that rewarding long-term career that you have dreamed about. If you are interested in a new career then call one of these numbers today! (800)528-7995 in Phoenix, AZ and ask for Larry Barrington or (800)342-9253 in Orlando, FL and ask for Jerry Duncan. AZ/FL. (221-22)

Service Manager
Looking for experienced career minded individual, excellent pay and opportnity. 20 year established multi-line dealer, Honda, Yamaha, Suzuki, KTM. San Diego area. Fax resume (619)465-5025 or Phone (619)465-5023. Ask for Bill. CA. (221-22)

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Class A driver long and short haul. Motorcycle related events. Must have clean driving record. Motorcycle background and knowledge necessary. Benefits, full-time. Performance machine, Paramount, CA. (310)634-0244. Fax (310)634-0172. CA. (221)

1996 Husqvarna WXC 610
21 hours, less than 150 miles, skid plate, Bark Busters, showroom condition. $5,200. Will ship free! (888)646-7000 (Toll Free). Ask for Sam. AR. (221-24)

Inside Sales Position Available
Xtreme Designs Inc. is looking for motivated and enthusiastic individuals. Industry experience preferred. For more info. contact Chris Morton by Fax (619)630-3431 or Phone (619)630-6370. CA. (221-22)

Colorful Colorado
Well established multi-line dealership with a full-line of cycles, ATV, Watercraft and snowmobile is in search of a professional technician with some Harley experience. This is a year-round position, with great benefits and small town living with a strong economy. Call Carl or Jim (970)351-8150 or fax resume (970)356-7723. CO. (321-22)

Inside Sales
USA Traveler has an immediate opening for an experienced inside sales representative in our San Jose office. Must have great phone skills and knowledge of the motorcycle and personal watercraft industry. Call Cindy or Greg at (408)297-6695. CA. (221-22)

Technicians
Join the new winning team at the nations #1 Suzuki retail dealer. Immediate opening for journeyman and entry level technician. Excellent opportunity for motivated persons. Great place to work in Newport Beach, CA. Contact Garry at (714)646-2428. CA. (221)

Honda Technician
Long time established, small, busy Honda dealership needs full time experienced Honda Technician. Immediate opening, benefits, Glendale, CA. Please call Brian (818) 246-2461. Fax resume (818) 246-4586 CA (221-23)

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Come and join our team of experienced professionals and enjoy year round sunshine and riding. Desert Honda Suzuki SeaDoo is seeking an experienced Service Technician to add to growing service department. We offer a complete benefit package including health and life insurance, paid vacations, sick pay, bonuses, 5 day work week, a competitive salary and year round employment. Contact Tom Barnard, Desert Honda Suzuki, 3535 West Tropicana, Las Vegas, NV 89103. (702)795-2000 or fax resume to (702)795-7015. NV. (321)

Honda Sea-Doo Tech
Oregon Honda/Sea-Doo/Ski-Doo dealer, Great Company, Great Pay, Great place to live and work. Career position, Year round work. Call Bob Reinen, (541)302-9000. Cycle Sports- Eugene, 469 E. 3rd Ave, Eugene OR 97401. OR. (221-23/EO1)

Parts Mgr. Needed ASAP!
Southern Calif. Desert Honda, Suzuki, Sea-Doo dealer looking to fill immed. opening. Looking for experienced individual who can manage medium sized but active parts dept. Please call (805)945-5858. 9AM-6PM. Tues.-Sat. CA. (221)

Sales Manager - Las Vegas
Southern Nevada's leading powersports retailer has an opening on our management team for a dynamic, motivated, enthusiastic, organized individual to lead/manage the Sales Dept. We offer salary plus bonus, benefits, year-round market, excellent weather, and the excitement of fabulous Las Vegas at your fingertips. Send resume to Desert Honda Suzuki Sea-Doo, 3535 W. Tropicana, Las Vegas, NV 89103. NV. (321)

Asst. Sales Manager
Oregon Honda/Sea-Doo/Ski-Doo dealer needs exp. salesperson. Lots of business, growth opportunity, benefits. Fun place to work, great riding and outdoor recreation area. Bob Reinen, Cycle Sports- Eugene, (541)302-9000. OR. (221-23/EO1)

We're Buried!
Experienced technician needed for busy, well established shop, located 25 miles east of L.A. Competitive compensation and benefits. Call John or Tim at Rice Honda Sea-Doo. (818) 917-7423. CA. (221-24)

Experienced Service Technician
Busy multi-line dealership in Santa Cruz, Ca. has an opening for a top technician. 5 day week, year-round work with good pay and benefits. Call Rick or Pete at All American Honda-Suzuki-Kawasaki (408) 476-8100 fax (408) 479-1738 CA (221)

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Seeking a self-motivated, goal and detail-oriented person with a minimum of 5 years experience as a District/Sales Manager. Travel intensive, salary, commission, expense account, car, health/dental, 401k. Mail/Fax resume and salary history to: WPI Dealer Services, Inc., 14 Madison Avenue, Valhalla, NY 10595. Fax: (914)328-5895. NY. (221)

BUSINESS OPPORTUNITIES

Business For Sale
Ceramic composite cylinder plating service business. Includes shop equipment, office equipment, formula for processes, small inventory. Serious inquiries by fax only. Fax (619) 560-7036. CA (228-TFN)

Win A Profitable Motorcycle Shop!
Thriving business. Great opportunity. For information send $3.00 plus S.A.S.E.: Contest Dept. 304, 4350 Airport Rd., Suite 5 Box 524, Santa Fe, NM 87505. NM. (119-21)

For Lease
Willow Springs Raceway on track race facility with Cycle Dyno. Call Bob. (800)266-4464. CA. (319-22)

BUSINESS FOR SALE. Independent motorcycle parts, accessories and repair business in the beautiful San Bernardino mountains. Same location for 21 years. (909)866-5344 (909) 866-3244 leave message CA. (221-22)

Wanted: M/C Dealership
Motorcycle dealershp wanted in Central or Northern California areas. We are the principals. Call (209)544-3009 or Fax (209)544-8050. All replies will be confidential. CA. (321-24)

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Wanted 1973-1975 Kawasaki Z1 900
Please call. 1(800) 833-3778. CA. (202-TFN/C)

1972 YAMAHA Lightweight 360MX, October 1972 Cycle World feature bike. Excellent vintage racer $1,000. Barry. (714)544-1713. CA. (319-21/C)

HONDA MINI-TRAILS, parts and bikes. (818) 335-8932. CA (316-25/C)

1974 HONDA Elsinore 250MX, new Don Jones Barrell, average condition, $1,250. Barry (714)544-1713. CA. (319-21/C)

TRIUMPH 750 Dirt Tracker. Fresh Track Master A.R.D. $3,950. Firm and fast. (918) 836-6999. OK. (319-22C)

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YAMAHA HZ250, 1971 Cycle Guide cover bike. Sub 200 pound 250MX. Best vintage MX-er around. $2,500. Barry Watkins. (714)544-1713. (319-21/C)

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Kawasaki H1-500 H2-750 specialist, bikes, bike parts, expansion chambers. Call (510) 547-7120 Fax (510) 569-4236. CA. (119-27/C)

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Vintage classic all original, very rare low miles, like new, must see, $4,500. (909)944-8518. CA (320-21/C)

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Books and T-Shirts. Lynn Mobley, Mon.-Sat. (702)267-2103. NV. (020-22/C)

'70 Rickman/Triumph 650
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12th Annual Dinosaur Daze
June 1st and 2nd at Thurston County O.R.V. Park Hwy 8, 16 miles west of Olympia, WA. Saturday Vintage Scrambles Bike Show and Swap Meet. Sunday Vintage Short Track. Info: (360)825-5842 or (206)845-2505. WA. (120-21/C)

MAICO 1973 250MX radial fin restored, $1,500. 1971 501MX. Alloy tank $1,000. Maico wheels, forks, motors. Barry (714)544-1713. CA. (319-21/C)

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1974 YZ-360 YAMAHA. Correct with matching numbers. Runs xlnt. $3,000. 1971 Van-Tech Hodaka, restored, $1,000. 1979 YZ-125, perfect, $800. 1977 YZ-80, serial #ITO-000001, first one assembled from drawings, prototype, uses stock parts, $500. 1974 YZ-250 with 1974 YZ-125 engine. AHRMA winner, $1,000. (818)303-2988. CA. (120-21/C)

WANTED: Jofa motocross mouth-guards. Jason (310)316-2697. CA. (320-21/C)

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Mini trials bike, very good condition $1,500./obo. (801)223-3045. UT. (320-21/C)

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1974 CR125 stock mint condition $1,800. 1974 CR250 $1,500. 1974 CR250 good condition $500. (913)681-5894. KS. (321-22/C)

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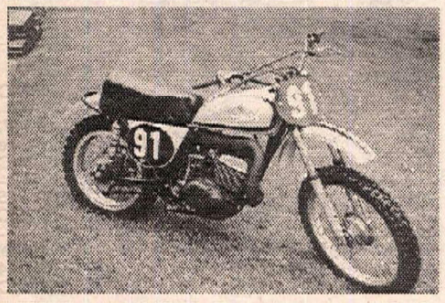
Rebuilding $125. pair. Also bladders and rebuild kits. Call JR (817)572-1025. TX. (321-24/C)



1973 Yamaha SC500. Recently restored. D.I.D. front rim. Spare motor. $795. (301)596-0611. MD. (321/C/P)

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Tires Wanted
400x19 Goodyear All Traction & Pirelli MT53 with large P, must be new, will pay top dollar. (510)439-0169. or (510) 432-7917. CA. (121/C)

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Bultaco Metrallas, Metisse-Pursang, Pursang MK II-VIII, Matadors, Alpinas and Sherpa T's. Narrow case Ducati. Over thirty bikes plus motors, frames and six shelves of used parts. (601)366-5810. MS. (321-22/C)

WANTED: ALUMINUM airbox for C&J XL-350 Centerport MX frame, 1976 Honda CR250 NOS or like new tank, fenders, any trick C&J MX frames, parts. (573)335-7684. MO. (321/C)

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BASKETS TO BEAUTIES. 100's of vintage bikes go. (619) 744-8052 CA. (221/C)

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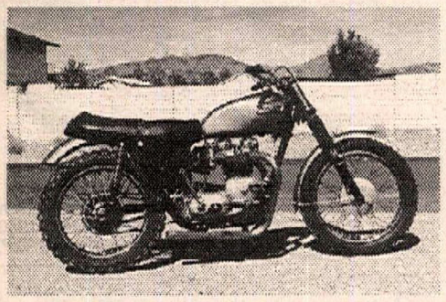
1979 Honda CR250 almost new. 100% race ready, Fox airs, also have 43mm forks. All $750. (702) 867-3020 NV. (121-22/C)



1964 TRIUMPH TT fresh 750cc engine, paint. Looks and runs awesome. $3,600. or trade for Big Bore Dualsport or street bike. Las Vegas. (702) 565-8258 NV (121/C/P)

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Cycle Thrills (214) 578-1508. TX. (204-TFN)

Wnt: '82-'83 Kaw KZ1000R (ELR)
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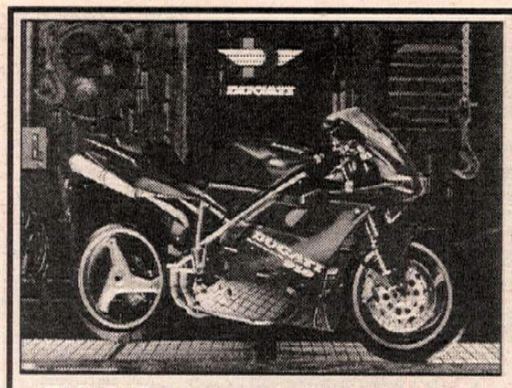
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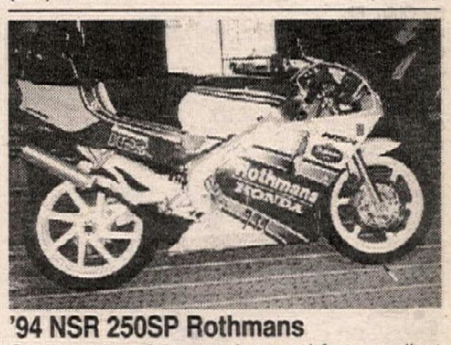

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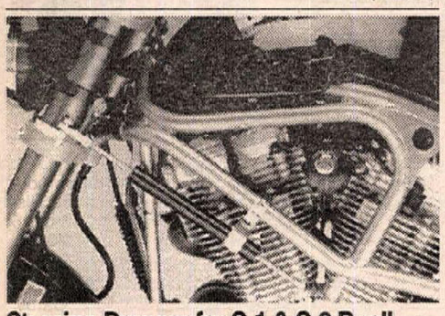

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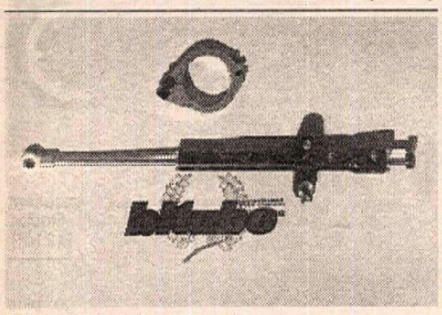

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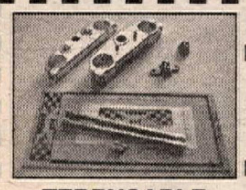

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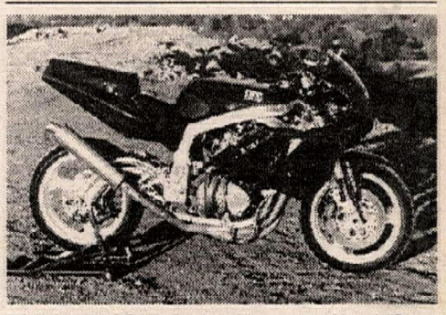

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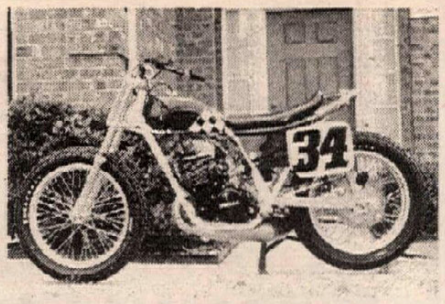

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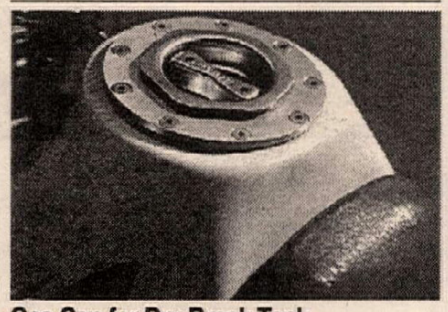

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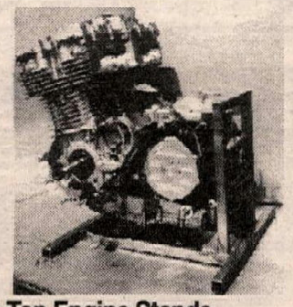

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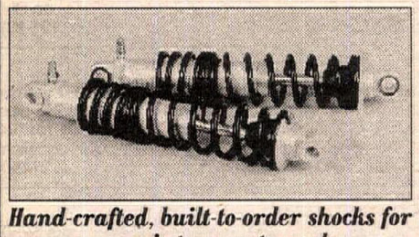

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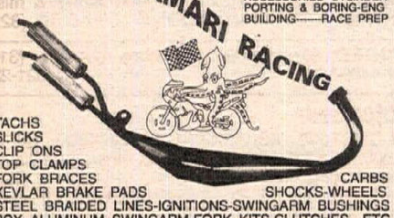

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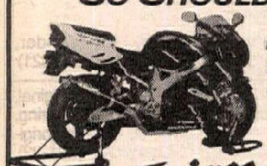

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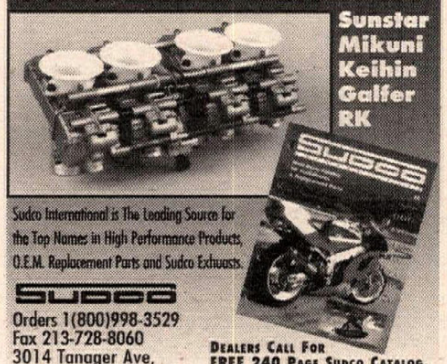

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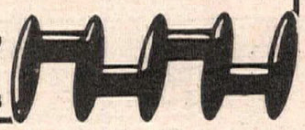

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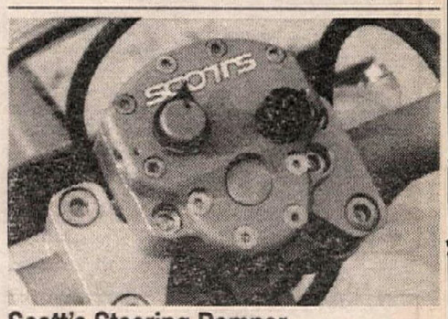

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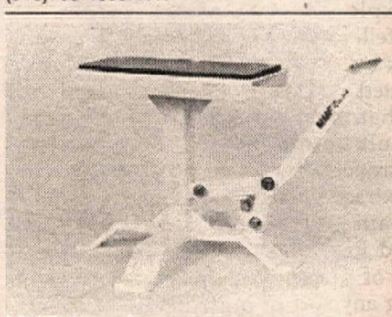

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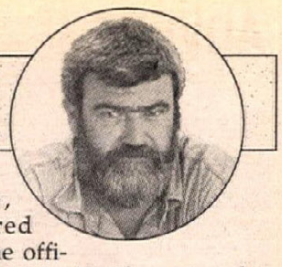
IN THE PADDOCK

By Michael Scott



The cynics among you will have no trouble in appreciating the irony of the track invasion at the Spanish rand Prix. Inflamed with passion, the ns broke through the barriers to urge ngtime race leader Alex Criville nward to his first home GP win. The fect, he later said, had ruined his race. oncentration broken by the firecrack-s exploding around his wheels, he en fell victim to Doohan's last-corner tack by crashing. (As if anybody had xpected a different outcome.)

What most other GP fans will find ifficult to understand is the passion at drove these fans to risk their lives in is extraordinary way.

Spain is different. This country is rand Prix crazy. There's no danger ere of production-based Superbikes king any sort of precedence, no matter ow fast they go (and Corser's Ducati cently broke the 500cc lap record at ritain's Donington Park). Being more an three-quarters of the way them-lves to being plumb loco, the Spaniards ave a good understanding that a 500cc P is maximum madness on two wheels, nd they accord the machines and their ders the respect they deserve.

Madness perfectly describes the panish commitment to GP racing. It as summed up for me by Alberto Puig, oming back from a horrendous injury try to win again this year. I met him the foyer of the hotel on the eve of the rst race. He was hobbling pitifully. ow was he getting on with riding? My right leg is worse than Doohan's. I ave no feeling or movement. I've had to witch to a thumb-operated rear brake ke his. It's very difficult to adjust. Every me I try to use it hard I crash. But I ust learn how to go fast, and if I crash, en I crash." Somewhat alarmed, I plied fatuously that he shouldn't do ything silly. "Silly. Of course I have to e silly. Grand prix racing is very silly," e responded. Rather sensibly, I thought.

It helps a lot that Spain has the climate, the countryside and the empty roads that make motorcycling a genuine pleasure, rather than an ordeal relieved by mere passing phases of ecstasy. Likewise the fact that the social connotations are different - in Spain it is quite possible to own a motorcycle and a car without having to cope with an identity crisis; there's little of the "them and us" feeling that afflicts motorcycling elsewhere and means that bike racers are seen by the public at large first as greasy yobs and only second as highly skilled sportsmen.

But the main thing is the madness of it all. In Spain, image is more than substance, and the images are strong.

Here's one: The policemen at Jerez are rather magnificent. Their uniforms are replete with arcane badges and pocket-epaulets, trimmed with highly polished leather fittings for swords and powder horns and the like. The most magnificent of them ride on horseback, and are skilled at selecting a suitable skyline upon which their strutting progress can make the maximum visual impact. *Police Presence* takes a capital *P* here. Meanwhile, down among the people, an unmanned police car rolled into the crowd, seriously injuring four people; a little later the crowd invaded the track. Never mind. It'll give them a better vantage point to see the cavalry.

No wonder the Spanish GP scene is rich with such bizarre characters (a phenomenon that has been going on for generations - there is nothing new about the Spanish passion for GP racing).

There are the riders: gruff and cultured Puig; timid, pointy-nosed Criville; grizzled veteran tiny guy Jorge Martinez - still going hard enough to crash out of the lead of the youthful 125cc maelstrom at 34; and a bunch of others.

They have mad scientists, too. Antonio Cobas is the engineer credited with devising the currently universal twin-beam frame design, and who presently coaxes indecently good performance out of the NSR Hondas of Puig and fast rookie Carlos "Chubby" Checa. Cobas is lucid about motorcycles, though running rather rapidly into areas of lofty theorizing. But he really gets going if he gets onto his real hobby horse - the creation of a radical high-tech rapid-transit system for his home town of Barcelona.

Spain knows how to treat their GP heroes as heroes. Switch on almost any TV channel around about GP time and you're likely to see one or another of them on a chat show or generally being feted. Spaniards are not embarrassed by performing hero worship. They also don't indulge in the British sport of building stars up then knocking them down again. Thirteen times tiddler champion Angel Nieto is a revered hero, and remains admired as a TV commentator, even though he is completely useless at the job. Barry Sheene wisely moved to Australia before he fell victim to the Phil Read syndrome, where, curiously enough, he works as an extremely able TV commentator, among other things.

Spain's dedication to GP racing has brought several rewards. For example, it was here that Kenny Roberts chose to institute his dirt-track riding school (the rewards went both ways, of course, with backing from a government sports institute); while a pool of sponsors above and beyond the obvious tobacco and trade backers means support trickles down to the privateers as well as the top men. How different for Britain's highly promising 250 and 125cc riders Jamie Robinson and Darren Barton, both of whom had to look abroad for backing.

There are also some penalties for their passion. Back in 1991, when teams' association IRTA triggered a skirmish for GP power, it was Spanish TV rights marketing company Dorna who emerged on top, in league with Bernie Ecclestone, having secured the deal for the official traditional World Championship series for 10 years. They paid the FIM dearly for the privilege: more than $5-million per annum, rising to take account of inflation. Within 12 months, they were paying again, another $50-million-plus to Ecclestone, to take over his share. Financially, though things are never quite as simple as they seem, they have never really recovered.

Five years later, the cynics' predictions are coming to pass. Ecclestone (an Englishman who virtually owns F-1 car racing, as if you needed reminding) is currently negotiating to buy himself back in. And you can bet it will be at a substantially reduced price.

Spanish enthusiasm for GP racing gave Dorna a distorted view of its worldwide popularity. Inflamed by the same passion that drew those spectators trackside at Jerez, they rushed headlong into battle, and are now paying the price. Business is apparently still one thing the others do better than them.

Still, you have to be silly, don't you, or else you'll never have any fun. Instead of the doleful features of Dorna's beleaguered managing director as he confirmed that negotiations with Ecclestone were well advanced, a more enduring image of this year's marvelous Spanish GP comes from the slow-down lap after Biaggi had won a third masterful 250cc victory of the four-race-old season. Stopping trackside to grab one of those Italian flags that always seem to appear from somewhere, he instead found a huge whole ham thrust into his hand. Somewhat confused, he rode half a lap with the pig's hindquarters dangling from his hand, before thankfully exchanging it for a flag at the first opportunity.

Even crazy Italians aren't as mad as the Spanish. CN

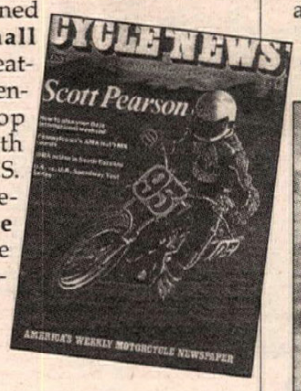
LOOKING BACK...

5 YEARS AGO...
JUNE 8, 1971

Cleaning every section but one, **Rich Bledsoe** was the verall winner at the hird annual SCTA Two-Day Trials at the Horse Springs Camp-rounds near Big Bear Lake in California. **Kevin Walker** was unner-up... **Dave ehl** picked up $4100 when the Yamaha Cup came to Long Island, New York's Roosevelt Raceway. Runner-up **Larry Darr** claimed $3000... **Max witzer** was the first of 203 racers to fin-sh the Cherry Creek Hare and Hound n Utah. Only 170 finisher pins had been iven out in the previous 10 years.

5 YEARS AGO...
UNE 3, 1981

Wheelying across the finish line at High Point Raceway in Mount Morris, **Broc Glover** continued is sweep of the 500cc National Cham-ionship Motocross Series, taking his ourth win in as many motos. **Goat Breker** was second overall... Sixteen-ear-old **Russ Nyberg** scored the Pro Stock win at the IDBA Sunshine Nation-ls at South Carolina's Darlington Inter-national Dragway. **Bo O'Brochta** shat-ered the IDBA speed record by over 5 mph on his way to the Top Fuel win, clocking in at 190.67... In a series of speedway matches in England, the U.S. team captained by **Bruce Penhall** was decisively beaten by the Brits. Penhall was the top scorer at the fourth round, the only U.S. victory of the five-round series. **Dave Jessup** was the high-scoring Englishman.



5 YEARS AGO...
JUNE 5, 1991

Former Grand National Champion **Ricky Graham** won his first National since 1986 by narrowly beating **Scott Parker** at the Springfield Mile in Illinois. Graham thus took sole possession of seventh on the all-time win list, a position he had shared with **Dick Mann**... **Michael Doohan** took a virtually uncontested win at round five of the World Championship Road Race Series, held in the Autodromo Santomonica near the Italian coastal town of Misano Adriatico. Defending champ **Wayne Rainey** had battled with Doohan early in the race before tire problems cost him any chance at victory... **Jeff Stanton** and **Damon Bradshaw** exchanged the lead several times in both motos of the Mount Morris, Pennsylvania, round of the 250cc National Championship Motocross Series. Stanton narrowly lost to Bradshaw in the first race but made up for it with by winning the second for an overall victory. CN

Finland's three-time World Motocross Champion Heikki Mikkola rides his factory Yamaha in the Finnish 500cc Grand Prix in 1977. Photo from the *Cycle News* Archives.

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